The Hong Kong Daily Press.

No. 6168 第六千壹百六十八號 光緒丁丑年七月廿七日 HONGKONG, TUESDAY, SEPTEMBER 4th, 1877. 禮拜二 英九月四號 香港 [Price $2½ per Month.

SHIPPING.

ARRIVALS.

September 2, Kim Soon Hood, Siam. 3-m. sch., 190, James Kent, Bangkok 18th August, General.—Chinese.
September 3, Esmeralda, British str., 395, E. Thebaud, Amoy 2nd Sept., General.—A. MacG. Heaton.
September 3, Antenor, British str., 1,644, H. Jones, Liverpool 18th July, Port Said 1st August, Suez 3rd, Penang 23rd, and Singapore 28th, General.—Butterfield & Swire.

CLEARANCES.

At the Harbour Master's Office, September 3rd.
St. Ideuc, French bark, for Newchwang.
Yorkshire, British steamer, for Yokohama.
Bua Pau, Siamese ship, for Bangkok.

PASSENGERS.

Arrived.
Per *Esmeralda*, str., from Amoy:—50 Chinese.
Per *Kim Soon Hood*, from Bangkok:—15 Chinese.
Per *Antenor*, str., from Liverpool, &c.:—For Hongkong.—83 Chinese. For Shanghai.—Miss Idle.

REPORTS.

The British steamship *Esmeralda* reports left Amoy on 2nd September. The first part N.E. winds and fine weather; the latter part Easterly winds and high sea.

The British steamship *Antenor* reports left Liverpool on 18th July at 5 p.m., and had moderate and favourable weather to Port Said, where arrived on 1st August at 9.20 a.m., and left again same day at 2.30 p.m.; arrived at Suez on the 2nd, and left again on the 3rd; down the Red Sea had light winds and calms. Across the Indian Ocean had fresh S.W. monsoon; arrived at Penang on the 22nd at 6.30 p.m., and left again on the 23rd; arrived at Singapore on the 25th, and left again on the 28th. From Singapore had for first part steady S.W. monsoon, and for three days previous to arrival here had hard gales varying from S.W. to E., with heavy squalls, torrents of rain, and constant cloudy weather. Had no observations for two days previous to arrival during the whole time very high and confused sea and barometer low. Arrived in Hongkong on 3rd September at 11 a.m.

SAIGON SHIPPING.

Arrivals.
August—
2, Carisbrooke, British str., from Hongkong.
3, Java, Dutch steamer, from Hongkong.
5, Benledi, British steamer, from Hongkong.
5, Gustav, German bark, from Singapore.
8, Peri, German bark, from Singapore.
8, Peiho, French steamer, from Hongkong.
9, Marianne, French bark, from Havre.
11, Macassar, French brig, from Singapore.
14, Golden Horn, British str., from Singapore.
16, Tigre, French steamer, from Marseilles.
17, Pearl, British steamer, from Singapore.
19, Clara, British schooner, from Singapore.
20, Ferntower, British str., from Singapore.
21, Juan, British steamer, from Australia.
21, Paknam, British str., from Singapore.
22, Djemnah, French str., from Singapore.
22, Q. of the Seas, Brit. bark, from Bombay.
23, Amboto, British steamer, from Hongkong.
26, Kjobenhavn, Danish str., from Singapore.
28, Sindh, French steamer, from Marseilles.
28, Chow Phya, British str., from Singapore.

August— Departures.
2, General Caulfeild, Brit. bark, for Iloilo.
3, Irawaddy, French steamer, for Hongkong.
3, Amboto, British steamer, for Hongkong.
5, Bollena, German steamer, for Manila.
6, Carisbrooke, British str., for Hongkong.
6, Anna Dorothea, German bark, for Amoy.
7, Kate Waters, British bark, for Hongkong.
8, Java, Dutch steamer, for Manila.
9, Peiho, French steamer, for Marseilles.
12, Benledi, British steamer, for Hongkong.
14, Peri, German brig, for Singapore.
17, Henri Sompé, French bark, for Sourabaya.
17, A. Emilie, French bark, for Mauritius.
18, Tigre, French steamer, for Hongkong.
18, Gustav, German bark, for Hongkong.
18, Golden Horn, British str., for Bangkok.
20, Pearl, British steamer, for Singapore.
21, Juan, British steamer, for Shanghai.
23, Djemnah, French steamer, for Marseilles.
23, Ferntower, British str., for Singapore.
23, Paknam, British steamer, for Singapore.
26, Macassar, French brig, from Sourabaya.

SINGAPORE SHIPPING.

Arrivals.
August—
20, Ophir, Dutch steamer, from Rhio.
21, Werra, German bark, from Cardiff.
21, Castle Holme, Brit. ship, from Newcastle.
21, Hero, Siamese brig, from Bangkok.
21, Gleneagles, British steamer, from London.
21, Bowen, British steamer, from Hongkong.
21, Rajah Brooke, Sarawak str., from Sarawak.
21, Pantie, Malay steamer, from Lenga.
22, Thales, British steamer, from Hongkong.
23, Bua Caac, Siam. bark, from Bangkok.
23, Eulie, British bark, from Swan River.
23, Hongkong, Siam. ship, from Bangkok.
23, C. Hook Kian, British str., from Swatow.
23, Chow Phya, British str., from Penang.
23, Bentan, British steamer, from Batavia.
23, Oriental, British steamer, from Calcutta.
23, Cambrian Prince, Brit. ship, from Cardiff.
24, B. Soon Watt, Brit. sch., from Pontianak.
24, Pearl, British steamer, from Saigon.
24, Argyll, British steamer, from Hongkong.
24, Sindh, French steamer, from Marseilles.
24, Japan, British steamer, from Hongkong.

August— Departures.
21, Lombardy, British steamer, for Hongkong.
21, Vidar, British steamer, for Banjermassin.
21, Gleneagles, British steamer, for H'kong.
21, Dorothy, British ship, for Rangoon.
21, Isabelle, French bark, for Saigon.
22, Kjobenhavn, Danish steamer, for Saigon.
22, Bangkok, Siamese steamer, for Bangkok.
23, Zamboanga, Spanish str., for Bangkok.
23, C. Hook Kian, British str., for Penang.
23, Cleator, British steamer, for Labuan.
23, Martaban, British steamer, for Bangkok.
23, Johann Friedrich, Ger. brig, for Ninggo.
24, Benmore, British steamer, for Penang.
24, Rajah Brooke, Sarawak str., for Sarawak.
24, Swallow, American ship, for Manila.
24, Amboina, Dutch steamer, for Batavia.
24, Advance, Siamese bark, for Bangkok.

Vessels Expected at Hongkong.
(Corrected to Date).

Martha Jackson	Penarth	May 26
Kate Carnie	London	May 26
Alexandra	Liverpool	May 27
Cygnus	Cardiff	May 29
C. R. Bishop	Falmouth	May 30
Cilurnum	Penarth	May 31
Marco Polo	Hamburg	June 2
Melbrek	London	June 4
Faugh-a-Balaugh	London	June 4
Rhuddlan Castle	Cuxhaven	June 4
Ferdinand Brumm	Portsmouth	June 7
Elmstone	London	June 9
Dartmouth	Penarth	June 13
Helicon	Penarth	June 14
Oneida	Cardiff	June 17
City of Halifax	Cardiff	June 19
Lord of the Isles	London	June 19
Clara	Penarth	June 21
Denbighshire	Cardiff	June 14
Cuba	Penarth	June 28
Sumatra	San Francisco	July 3
Niagara	Cuxhaven	July 10
Horsa	Liverpool	July 11
Ferdinand	Liverpool	July 13
Jessie Jamieson	Cardiff	July 13
Abergyte	Liverpool	July 14
Tiger	Naples	July 17
Carl Ritter	Cardiff	July 18
Globe	Deal	July 25

AUCTION SALES TO-DAY.

None.

NOTICES OF FIRMS.

NOTICE.
Mr. F. W. Hagedorn has CEASED to be a PARTNER in our Firm here and in China.
VOGEL, HAGEDORN & Co.
Hongkong, 1st September, 1877. [1m1338

NOTICE.
Mr. F. C. Dittmer is authorized to SIGN our Firm per Procuration.
SANDER & Co.
Hongkong, 23rd June, 1877. [1033

NOTICE.
Mr. Wm. O. Howland is authorized to SIGN our Firm's Name per procuration.
WILLIAMS & Co.
Swatow, 1st December, 1876. [6m913

NOTICE.
From This Date Mr. Edward Shepard and Mr. M. W. Greig are authorized to SIGN the Name of our Firm per procuration at FOOCHOW, and Mr. F. F. Ellwell at AMOY.
RUSSELL & Co.
China, 1st June, 1877. [6m867

NOTICE.
Mr. Edward Burnie will conduct the Business of my Office, during my temporary absence from the Colony.
R. H. CAIRNS,
Surveyor to Local Offices and Lloyds' Register of Shipping.
2, Club Chambers,
Hongkong, 19th March, 1877. [3m485

HONGKONG and SHANGHAI BANKING CORPORATION.
NOTICE TO SHAREHOLDERS.
The Dividend declared for the Half-year ending on 30th June last, at the rate of One Pound Sterling (£1) per Share of $125, is PAYABLE on and after FRIDAY, the 17th instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.
By Order of the Court of Directors,
THOMAS JACKSON,
Chief Manager.
Hongkong, 16th August, 1877. [1m1272

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND........650,000 of Dollars.
Court of Directors:—
Chairman—H. Hoppius, Esq.
Deputy Chairman—F. D. Sassoon, Esq.
E. R. Belilios, Esq. | A. McIver, Esq.
W. H. Forbes, Esq. | Wilhelm Reiners, Esq.
Hon. W. Keswick. | Ed. Tobin, Esq.
Chief Manager.
Hongkong—Thomas Jackson, Esq.
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London & County Bank.
Hongkong—Interest Allowed.
On Current Deposit Accounts at the rate of 1 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
For 6 months 4 per cent. per annum.
For 12 months 5 per cent. per annum.
Local Bills Discounted.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
16] Hongkong, 16th August, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
CAPITAL.......£800,000.
RESERVE FUND.......£110,000.
Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.
The Bank's Branch in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.
Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application. [904

"JAPAN GAZETTE."
Yokohama.
Having been appointed Agent in Hongkong and South China for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements for that Paper will be received at this Office.
Hongkong Daily Press Office,
Hongkong, 23rd May, 1877. [809

ROYAL INSURANCE COMPANY.
The Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [65

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.
The Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
Hongkong, 27th March, 1876. [64

PHŒNIX FIRE INSURANCE COMPANY.
The Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
Hongkong, 9th November, 1868. [66

QUEEN FIRE INSURANCE COMPANY.
The Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings, or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 °/o on the premia.
NORTON & Co.,
Agents.
Hongkong, January, 1876. [68

SUN FIRE OFFICE.
The Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.
A Discount of Twenty per cent. (20 °/o) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
Hongkong, 4th October, 1876. [79

IMPERIAL FIRE INSURANCE COMPANY.
The Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A Return of Twenty per cent. (20 °/o) will be made on the premium charged on all Insurances, such Return being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 1st March, 1874. [74

TO BE LET.

TO LET.
The DWELLING HOUSE & OFFICES, No. 1, D'Aguilar Street, lately in the occupation of Messrs. Douglas Lapraik & Co.
The DWELLING HOUSE No. 6, Gough Street.
The DWELLING HOUSE No. 10, Gough Street. Possession from 1st September next.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 10th July, 1877. [788

TO LET.
House, No. 10, ALBANY ROAD, lately occupied by the Rev. R. H. Kidd.
"BISNEE VILLA," Pokfoolum, Furnished.
Nos. 8 and 9, PEDDAR'S HILL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 29th August, 1877. [30

TO LET.
The THREE LARGE HOUSES (recently thoroughly repaired) known as Fletcher's Buildings, adjoining the Control Department. They may be occupied as entire Dwellings or in Flats, and would be suitable for a Mess or Boarding Establishment.
Also,
SPACIOUS GRANITE and COAL GODOWNS, connected with the above, fronting the Harbour and Queen's Road. Stabling.
Apply to
SHARP, TOLLER, and JOHNSON,
Solicitors.
Supreme Court House,
Hongkong, 23rd April, 1877. [665

TO LET,
With Possession 1st September,
Houses, Nos. 4 and 5, Pechili Terrace, Elgin Street.
Apply to
LANE, CRAWFORD & Co.
Hongkong, 31st July, 1877. [tf1181

TO LET.
A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchi.
Apply to
OLYPHANT & Co.
Hongkong, 1st March, 1877. [tf28

FOR SALE.
The CUTTER YACHT "Wave," as she now lies at East Point, with Spars, Sails, &c., complete.
Apply to
L. L. BUSH.
Hongkong, 29th August, 1877. [tf1318

FOR SALE.
One of the Finest VILLA SITES in KOWLOON, with Mat Bungalow, newly erected, Garden, Tennis Lawn, &c.
WILSON and SALWAY,
Architects, &c.
2, Queen's Road,
Hongkong, 30th August, 1877. [1w1338

G. FALCONER and CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS, and BOOKS.
No. 46, Queen's Road Central.

JOHN SKINKER, 115, PINE STREET,
San Francisco, California,
Sole Agent on the Pacific Coast for
WINCHESTER REPEATING ARMS Co.'s
Repeating Rifles, Carbines, and Muskets, Model 1866 and 1873; Plain Mounted, or Gold, Silver, or Nickel-Plated, and Beautifully Engraved.
METALLIC CARTRIDGES
of all sizes and kinds for Pistols or Rifles of their make. [3m1305

FOR SALE.
CHAS. HEIDSIECK'S CHAMPAGNE,
"Weisslack."
$19.........per case of 2 dozen pints.
$18.........per case of 1 dozen quarts.
CHATEAU LEOVILLE POYFERRE, 1869.
"Vin des Princes."
$18.........per case of 1 dozen quarts.
PALMER MARGAUX.
$8.........per case of 1 dozen quarts.
CHATEAU BELAIR.
$7.........per case of 1 dozen quarts.
LORMONT.
$5.........per case of 1 dozen quarts.
$6.........per case of 2 dozen pints.
SIEMSSEN & Co.
Hongkong, 1st May, 1876. [52

The Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [59

YEE SUNG & Co.,
COAL MERCHANTS,
Have always on hand Large Stocks of every description of Coal.
Address, care of Hoo-ty-loong & Co., No. 43, Praya, Hongkong.
Hongkong, 9th May, 1877. [749

THE TOURIST'S GUIDE.
Reduced Price, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [77

THE LONDON ASSURANCE.
Incorporated by Royal Charter of His Majesty King George the First.
A.D. 1720.
The Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 °/o allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [73

BATAVIA SEA AND FIRE INSURANCE COMPANY.
The Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A Brokerage of Thirty-three and One-third per cent. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A Discount of Twenty per cent. (20 °/o) upon the Current Local Rates will be allowed on all premium charged for insurance, such discount being deducted at the time of the issue of Policy.
RUSSELL & Co.,
Agents.
Hongkong, 1st January, 1874. [69

AUCTIONS.

PUBLIC AUCTION.
The Undersigned has received instructions from H.M. Naval Storekeeper, to Sell by Public Auction,
TO-MORROW,
the 5th September, 1877, at 11 o'clock A.M., at H.M. Naval Yard,—
Sundry CONDEMNED NAVAL and VICTUALLING STORES, comprising:—
OLD IRON.
OLD GLASS.
OLD HOSES.
OLD LIGNUM VITÆ.
A quantity of CANVAS, CORDAGE, and SUNDRIES, slightly damaged by fire.
OLD CASKS and CASES.
OLD MESS TRAPS.
&c., &c., &c.
Also,
26 COPPER and 9 TIN BOW LANTERNS, with Lenses, &c., complete.
Terms of Sale.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at Purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Government Auctioneer.
Hongkong, 29th August, 1877. [1335

PUBLIC AUCTION.
Lammert, Atkinson & Co. have received instructions to Sell by Public Auction (at a date hereafter to be named),—
The British Barque
"ALPHINGTON,"
of 326 Tons Register, or of about 8,000 piculs Carrying Capacity, with all her Tackle, Apparel, and Inventory.
The Vessel was built under Lloyds' special survey at Berwick-on-Tweed in 1856, Classed 12 years A1 at Lloyds, and continued in 1868 A1 for 8 years. She was re-metalled over felt in London in July, 1875.
Terms.—One-third of the Purchase Money to be paid on fall of the hammer, the remainder upon transfer being effected. The Vessel is at Purchaser's risk immediately after fall of hammer.
Hongkong, 27th August, 1877. [1311

SAYLE & CO.
SUMMER CLEARANCE SALE.
On and after MONDAY, the 13th of August inst., we shall offer the remaining portion of our
SUMMER STOCK
at
GREATLY REDUCED PRICES.
A few Pieces of SOILED SILKS,
20 Cents a Yard.
A Nice Assortment of NEW FANCY DRESS SILKS, at 75 Cents a Yard.
JAPANESE POPLINS,
at 25 Cents a Yard.
NEW WHITE WASHING DRESS GOODS,
15 Cents a Yard.
NEW COLOURS PLAIN ORGANDI MUSLINS,
at 25 Cents a Yard.
FIGURED and STRIPED MUSLINS,
15 Cents a Yard.
WHITE STRIPED MUSLINS,
Slightly Soiled,
were 45 Cents a Yard, will be offered at 15 Cents a Yard.
BATISTES,
FRENCH PRINTED CAMBRICS,
HOLLANDS, and
DRESS LAWNS,
all considerably reduced.
FANCY STRIPED GRENADINES,
at fully Half Price.
We shall include in this Sale a few Pieces of AUTUMN DRESS GOODS to be Sold at a Considerable Reduction.
WASHING COSTUMES,
Ready Made, from $2.
RICHLY EMBROIDERED HOLLAND
and other COSTUMES,
from $3.
A Quantity of BABY LINEN and LADIES' UNDERCLOTHING will be offered at Greatly Reduced Prices.
BOYS' SUITS, at Half Price.
100 Dozen LADIES' HEM STITCHED HANDKERCHIEFS,
some Slightly Soiled.
LINEN COLLARS and CUFFS, FICHUS, &c., must be Sold.
A Lot of LADIES' SOILED KID BOOTS,
$1 per Pair.
Several Thousand Yards as REMNANTS at Half Price.
SILK and other TRIMMINGS,
at a Great Reduction on the original Prices.
LADIES' UMBRELLAS,
at $2 each.
DRESSMAKING and MILLINERY will be carried on as usual.
Intending Purchasers are respectfully informed that the SALE will CLOSE September 1st, 1877.
SAYLE and CO.
VICTORIA EXCHANGE,
QUEEN'S ROAD, and STANLEY STREET
HONGKONG;
AND AT SHANGHAI.

FOR SALE.
DOUBLE-BARREL GUNS, Centre and Pin-Fire, with Cartridges, Cartridge Cases, Wadding, Shot, &c., &c.
Apply to J. F. SCHEFFER,
54, Praya Central.
Hongkong, 14th August, 1877. [1258

NOW ON SALE.
THE HOUSEHOLD COMPANION
AND
STUDENT'S FIRST ASSISTANCE.
By Dr. Devan,
With many Additions, Corrections, and Dr. Williams' Orthography.
Price:—
In Paper Wrapper........$1.50
Neatly Bound............$2.00
Apply at the *Daily Press* Office.

MANCHESTER FIRE ASSURANCE COMPANY.
The Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.
A Discount of 20 °/o allowed.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 8th January, 1875. [72

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
Incorporated by Royal Charter and Special Acts of Parliament.
Established 1809.
CAPITAL—£2,000,000.
The Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 °/o).
GILMAN & Co.,
Agents.
Hongkong, 7th July, 1874. [76

INTIMATIONS.

FOR SALE.
GENUINE BREAKFAST CLARET, in draught, at $1 per Gallon; to be had every day.
C. L. THEVENIN,
Queen's Road, No. 44.
Hongkong, 22nd August, 1877. [2w1305

SEEDS.
Lane, Crawford & Co. have just received their New Season's
FLOWER, VEGETABLE, and GRASS SEEDS,
from Messrs. Sutton and Sons, of Reading.
A List may be had on application.
Hongkong, 23rd August, 1877. [2w1312

CONDENSED EGGS.
This new article, recently placed upon the Market, consists simply of fresh-laid Hens' Eggs, from which most of the water has been evaporated, and being hermetically sealed, remains perfectly sound.
The Eggs thus condensed are obtained in the Empire of China, and canned in the immediate vicinity in which they are produced, thereby avoiding the deterioration to which Eggs are subjected when transported in the shell. So that, in point of fact, the Condensed Eggs preserved under the patent of A. R. Davis, furnish to the consumer, Eggs possessing more perfectly the properties of fresh-laid Eggs, than those ordinarily supplied to any city.
The Condensed Eggs will beat up into light froth as readily as Eggs taken immediately from the shell, and are equally valuable in making Cakes, Custards, Creams, Pastry, Puddings, Egg-Nog, &c., &c.
ECONOMY.
For Pastry Bakers, Hotels, and Restaurants, or for Families, or Vessels at sea, this article is invaluable, as there is no loss from breakage or decay, and a tin will keep for any length of time after opening, being sealed only for transportation.
One table-spoonful is equal to one Egg. Add equal amount of water (warm is preferable); dissolve it well; then use same as any Egg.
LAMMERT, ATKINSON & Co.,
Agents for Hongkong.
Mustard & Co.,
General Agents at Shanghai. [1275

THE NORTH-CHINA INSURANCE COMPANY.
SUBSCRIBED CAPITAL
Taels Two Millions, in 1,000 Shares of Taels 2,000 each.
PAID-UP CAPITAL
Taels Six Hundred Thousand, or Taels 600 per Share.
Provisional Committee.
F. H. BELL, Esq.,
Messrs. Adamson, Bell & Co.
M. S. GUBBAY, Esq.,
Messrs. David Sassoon, Sons & Co.
JAMES HART, Esq.,
Messrs. Turner & Co.
E. H. LAVERS, Esq.,
Messrs. Gilman & Co.
HUGH SUTHERLAND, Esq.,
Messrs. John Forster & Co.
A. G. WOOD, Esq.,
Messrs. Gibb, Livingston & Co.
Head Office.
SHANGHAI.
Secretary.
HERBERT S. MORRIS, Esq.
Bankers.
HONGKONG and SHANGHAI BANKING CORPORATION.
Branches.
LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.
Agencies.
At the Principal Ports in the East and Australian Colonies.
The Company will be constituted on the 1st January, 1878, as a permanent Marine Insurance Company, to carry on the business (established in 1863) of the North-China Insurance Company, 1875-1877.
A Reserve Fund will be formed of Taels 400,000, by setting aside a portion of the profits at such times and in such sums as the Shareholders shall decide.
The net profits of the Company for each year will be divided amongst the Shareholders in the following manner:—
One-third over the Shares, a portion thereof being set aside for the formation of a Reserve Fund as above stated.
Two-thirds as a return to Contributors (being Shareholders), in proportion to the Premia paid or influenced by them.
A revision of the Share List will take place at the end of every three years, and for this purpose power will be given to the Directors by the Deed of Settlement to withdraw at the before-mentioned periods all or any of the Shares held by Shareholders who have not contributed Premia or whose contributions during the preceding three years have not been in proportion to the number of Shares held.
Shareholders retiring from the Company in pursuance of the above regulation, will be notified at least three months prior to the date fixed for any such revision of the Share List, and will have the option of disposing of their Shares in either of the following ways:—
They will be at liberty at any time after receipt of notice of withdrawal, and prior to the date of revision, to sell their Shares to any person approved by the Company and accepted as the transferee; or,
Upon surrendering their scrip certificate for cancellation at the time of such revision, and pursuant to notice will receive a return of the Capital paid up thereon; and so soon after as the financial position of the Company up to the date of the revision can be ascertained and the accounts adjusted, they shall also receive a pro rata share of the Reserve Fund, if any accumulated, together with such proportion of the unappropriated profits as may be found due to them.
Notice is hereby given, that applications for Shares in the undermentioned form will be received at the Offices of the Company, from residents in China and Japan, until the 30th September; from London and distant ports until 31st October next.
Form of Application for Shares.
To the Provisional Committee of the North-China Insurance Company.
Gentlemen,
........hereby request that you will allot to .... Shares in the above Company, and .... agree to accept such Shares, or any less number you may allot to .... and .... agree to pay the first Call of Tls. 600 per Share, and all subsequent Calls, and to subscribe the Deed of Settlement when required to do so.
Gentlemen,
Your obedient servant,
Forms of Application for Shares can be obtained at the Head Office, or by application to the Agents of the Company.
Shanghai, 18th June, 1877. [1101

INTIMATIONS.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
An EXTRAORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 11th September, at 3 o'clock P.M., for the purpose of confirming the Special Resolutions passed at the Meeting of the Shareholders held This Day.
By Order,
W. H. RAY,
Secretary.
Hongkong, 21st August, 1877. [130

C. L. THEVENIN,
WINE and SPIRIT MERCHANT,
and Importer of
FRENCH GOODS,
44, QUEEN'S ROAD, HONGKONG.

DENTAL NOTICE.
Dr. Rogers begs to inform his Patrons and the Public that he intends to visit Amoy and Foochow in September and October, leaving Hongkong about the 15th of September.
Hongkong, 7th August, 1877. [61

NOTICE.
Lessees of Lots on British Settlement of Shameen, Canton, are hereby requested to pay the amounts due on their several lots as Annual Ground Rent into H.M. Consulate on or before the 4th September, 1877.
All Lots on which Ground Rent has not been paid on the 4th September next will be liable to be re-entered upon by H.M.'s Government.
By Order,
H. A. GILES,
H.M. Acting Vice-Consul.
H.M. Consulate,
Canton, 4th August, 1877. [32d1211

A PONG and CO.,
PHOTOGRAPHERS,
31, QUEEN'S ROAD CENTRAL,
Opposite Sayle & Co.'s.
This Establishment has always on hand a large Stock of Views of Hongkong, Canton, and Macao, and their Environs, of a Superior Kind at Moderate Prices.
The Proprietors, who are prepared to take Photographs of every description, any size, and execute all kinds of out-door work, guarantee the perfection of Photography.
Note the address:
31, QUEEN'S ROAD CENTRAL.

ORIENTAL HOTEL,
Wellington Street, Hongkong.
STOCKHAUSEN and ROSE,
Proprietors.
Tiffin at One. Dinner at Half-past Seven.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

CHINA FIRE INSURANCE COMPANY, LIMITED.
Adjustment of Bonus for the Year 1876.
Shareholders in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st August, 1877. [3m1186

HONGKONG FIRE INSURANCE COMPANY, LIMITED.
Adjustment of Bonus for the Year 1876.
Shareholders in the above Company are requested to furnish the Undersigned with a List of their Contribution for the year ending 31st December last, in order that the Distribution of Twenty per Cent. (20 °/o) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st August, 1877. [3m1203

THE ON TAI INSURANCE COMPANY (LIMITED).
Capital Taels 400,000; Equal to $555,555.55.
DIRECTORS.
Lee Sing, of the Lai Hing Firm.
Chan Shung Lai, of the Lai Yuen Firm.
Wong Yik Pun, of the Chun Cheong Wing Hong.
Loo Yee, of the Yee On Firm.
Fong Sory Fung, of the Tung Sang Wo Hong.
Wong Pak Cheong, of the San Tye Lee Hong.
Pun Pong, of the Wy Sing Firm.
MANAGER—HO AMEI.
Marine Risks on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.
Head Office, 48, Bonham Strand,
Hongkong, 1st June, 1877. [1331

PHŒNIX FIRE INSURANCE COMPANY.
From this date, until further notice, a discount of Twenty per cent. (20 °/o) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 27th June, 1872. [67

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
From this date, until further notice, a discount of Twenty per cent. (20 °/o) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 27th June, 1872. [68

HAMBURG-MAGDEBURG FIRE INSURANCE COMPANY OF HAMBURG.
This Company is now prepared to issue Policies against Loss or Damage by Fire at Current Rates. Every risk taken by this Company is participated in by three of the largest German Fire Insurance Companies, representing an aggregate Capital and Surplus of over Sixty Million Marks, equal to Fifteen Million Dollars, thus enabling this Company to accept large lines.
SANDER & Co.,
Agents.
Hongkong, 27th June, 1877. [3m1015

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.
The Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of Premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/o) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risks to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/o) only.
SIEMSSEN & Co.,
Agents.
Hongkong, 1st July, 1874. [78

INTIMATIONS.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
Hongkong Agency.
Owing to the inclemency of the weather, the Departure of the Steamship "TANAIS," for YOKOHAMA, is POSTPONED till TO-DAY, the 4th instant, at 5 o'clock P.M., and of the Steamship "SINDH," for SHANGHAI, till TO-MORROW, the 5th at Noon, instead of as previously notified.
H. du POUEY,
Agent.
Hongkong, 3rd September, 1877. [1344

FOR SWATOW, AMOY, and FOOCHOW.
The Steamship
"YESSO,"
Captain S. Ashton, will be despatched for the above Ports on THURSDAY, the 6th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 3rd September, 1877. [1345

FOR NEW YORK.
The A1 American Ship
"GOLD HUNTER,"
J. Freeman, Master, will load here for the above Port, and will have early despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 4th September, 1877. [1m1346

UNION INSURANCE SOCIETY OF CANTON.
NOTICE TO SHAREHOLDERS.
A SECOND BONUS of EIGHT PER CENT. upon Contributions for the year 1876 will be PAYABLE on MONDAY NEXT, the 10th instant.
Warrants may be had on application at the Office of the Society on and after 8th instant.
By Order of the Board,
E. MOORE,
Acting Secretary.
Hongkong, 3rd September, 1877. [7d1347

CHRISTOPHER JOHNSON and CO.,
Western Works.
SHEFFIELD,
Manufacturers of the highest class
ENGINEER'S CAST STEEL, FILES, TOOLS, CUTLERY, &c.
Sole Agents for Hongkong and China,
HARRIS GOODWIN and Co.,
Hongkong and Shanghai,
who will always carry a large Stock of Files, Cutlery, and other Goods. [3m1348

FOR SALE.
A POWERFUL STEAM LAUNDRY.
For Particulars, apply to
J. M. ARMSTRONG.
Hongkong, 3rd September, 1877. [tf1337

NOTICE.
WING CHEONG SHUN ESTATE.
The FINAL DIVIDEND of Two per Centum (2 °/o) on the above Estate will be PAYABLE at Chun Cheong Wing Hong, Bonham Strand West, on and after the 9th day of August proximo.
Hongkong, 26th July, 1877. [2m1167

1878.
THE RUDDY OLD BLOCK
for 1878,
A PERFECT ANGLO-CHINESE CALENDAR,
which ought to be in every Office, Consular, Professional, and Mercantile, in China and Hongkong, is now in the hands of the Printer.
To prevent disappointment and to insure the supply of every demand, orders should be sent at once to Messrs. MacEwen, Frickel & Co., or Messrs. Lane, Crawford & Co., Queen's Road, for Ports South of Foochow.
A Muster Slip on view at the Offices of these firms.
Some say Letts' Diaries. In the North the cry is Let's Ruddy Old Block.
Hongkong Agencies,
Messrs. MACEWEN, FRICKEL & Co.
Messrs. LANE, CRAWFORD & Co.
Per Block Seventy-Five Cents.
Published at the Offices of the "North China Herald," Shanghai, by J. Broadhurst Tootal. [1100

NOTICES TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.
The Steamship
"HINDOSTAN"
having arrived from the above Ports, Consignees of Cargo by her are requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 3rd September, 1877. [1w1341

FROM LONDON AND SINGAPORE.
The Steamship
"YORKSHIRE"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk by the Undersigned into their Godowns, whence — from the Wharf or Boats delivery may be obtained.
Optional Goods will be forwarded to Japan unless notice to the contrary is given before Noon TO-DAY.
Cargo remaining undelivered after the 10th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, 3rd September, 1877. [1w1343

STEAMSHIP "SINDH."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
Consignees of Cargo per Steamship "SEYNE," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 12 o'clock TO-MORROW, requesting it to be landed here.
Bills of Landing will be countersigned by the Undersigned.
Goods remaining unclaimed after SATURDAY, the 8th inst., at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.
H. du POUEY,
Agent.
Hongkong, 1st September, 1877.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [58

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

The Daily Press.

HONGKONG, SEPTEMBER 4TH, 1877.

THE death of YACOOB BEG, Ameer of Kashgar, and the accession of his eldest son to the title, may possibly have some influence on the war now being waged between China and Kashgar. The late Ameer had, there is good reason to believe, incurred the displeasure of the Russians by his overtures to the CALIPH, and this was shown by their supplying the Chinese army with corn, thus aiding it to accomplish successfully the passage of the desert of Gobi. But now it would appear that, with the decease of YACOOB BEG, a change of policy has been decided upon by the Government of St. Petersburg, for a special Envoy has been despatched to congratulate his son upon his accession to the throne. It is possible that the prospect of the re-conquest of Kashgar by China does not seem quite so desirable to Muscovite politicians now that it appears imminent. They might, perhaps, at first have thought it politic to leave the recalcitrant YACOOB BEG to his fate until he was compelled to sue for Russian intervention on his knees, but it may be doubted whether they ever wished to see Kashgar once more incorporated in the Chinese Empire and garrisoned by Chinese troops. In fact, it has long been suspected that the Russians have regarded Kashgar as their lawful prey whenever it should seem convenient for them to seize it. Hitherto they have been too much occupied elsewhere to give very much attention to the acquisition of Kashgar, but they have never lost sight of it, and they are hardly likely to consent to its conquest by China unless the Peking Authorities were to offer some satisfactory equivalent. But it is more probable, judging by the despatch of a special Envoy to BEKONI BEG, that the Russians either intend to aid in bringing about an amicable settlement between Kashgar and China, or to render assistance to the former. By aiding the Ameer the Russians would establish a claim upon the gratitude of the Mahomedans of Central Asia, and possibly avert some troublesome risings in their newly-acquired possessions there. It is certainly the policy of the CZAR to conciliate as much as possible his Asiatic Mahomedan subjects, or they may be moved, by the report of the recent Russian reverses, to raise the standard of rebellion. For these reasons, it is most likely the Chinese will find the fruits of victory suddenly snatched from them, for there is no doubt that, with Russian co-operation, the Kashgarians could beat back the Chinese army, which would, in that case, be nearly annihilated. Of course these are all only mere speculations, but it will be admitted that they have the appearance of probability in their favour. Provided that the statement about the despatch of a Russian Envoy to Kashgar be correct, there can be little doubt that the CZAR does not intend to allow Kashgaria to be overrun by General KIN SHUN's braves, or the country to be again brought into subjection to Peking.

THE Spaniards are evidently determined to retain Sooloo now they have established a settlement there, but they do not appear to find it a particularly pleasant place to reside in. On the contrary, it would seem, according to all accounts, to be a nice place to live out of. The disturbance of the soil there, as in Hongkong, has a prejudicial effect on the health of those living near the spot, and building operations have rendered this necessary, with the result that there has been a good deal of sickness. Then the natives, whose hatred to the Spaniards is of the bitterest and most inextinguishable nature, harass the Spanish outposts and murder persons whom they find off their guard. One day recently they killed three soldiers on an outpost, and on another occasion they murdered a sailor who was engaged guarding cattle. They are also constantly on the *qui vive* to plunder the invaders, and have attempted several raids on the cattle. Altogether, while Sooloo may some day prove a valuable acquisition to Spain, it is not a cheerful spot for the troops who are doomed to garrison it. The exports from Sooloo during the month of June last consisted chiefly of shells, sharks' fins, poultry, cinnamon, rattans, mangosteens, cocoanuts, rice, garlic, cocoa, salt, and horses, but none of these in any great quantity. Still there is no reason why these fruitful islands should not by and bye develop a lucrative trade. In annexing Sooloo, the Spaniards have certainly dealt a severe blow to piracy in the archipelago, and may, if they like, give an impetus to legitimate trade.

THE Russians do not seem to be recovering the ground they have lost, nearly every telegram bringing news of some fresh disaster to their forces. The Turks, on the other hand, appear to be having it pretty well all their own way now. In the latest engagements the fighting was very obstinate, and both sides lost severely. It is rather difficult to imagine what can be the causes of the frequent defeats of the Russians. They are not generally supposed to be deficient in courage, and it was believed they were better equipped than the Turks. How, then, are we to account for the great losses they have sustained in almost every battle as compared with those of the Turks? The *Daily Telegraph* correspondent, writing about the engagement at Tchumchera, states "that anything more execrably bad than the fire of the Russians it is difficult to conceive. Their rifle is evidently unfit to compete with the 'Martini-Henry' of the Turks, both as to trajectory and range. Their cartridges also—made by the men themselves—are coarsely constructed and the powder in those I have examined is of a very inferior quality; but the real secret of their bad shooting is owing to their almost invariably firing from the waist after the first one or two rounds. A beach is a tolerably wide mark, but certainly two out of every three shots they fired fell into the sea, which received literally a shower of lead for hundreds of yards from the shore. What was the enemy's loss it is impossible to say, as during the night they have carried off as many of their dead as they possibly could; but the forest is still full of corpses. Of their regulars engaged they must at least have lost half, and a large proportion are officers." This statement seems to be borne out by the fact that even the Russian victories have been purchased at great cost of life. Whatever the cause of their defeats, however, the Russians show no sign of being able to retrieve their reverses, and it is now pretty certain that the first campaign will have to be set down by them as a sad and ruinous failure.

The Russian Government has, it is stated, despatched a special Envoy to Kashgar to congratulate the new Ameer on his accession.

A telegram has been received at Singapore from Rangoon to the effect that the Kristna Lighthouse has been destroyed, and requesting that shipmasters should be warned accordingly. This Lighthouse was a screw pile like the North Sands, and was erected in 1870.

The *Englishman* says that the actual receipts from five sales of Bengal opium and four months' duty on Malwa opium have exceeded the estimated receipts by Rs. 63,83,850. Of this amount, Bengal opium has furnished Rs. 19,48,380, and Malwa opium Rs. 44,35,470.

The band of Her Majesty's 28th Regiment will perform the following programme this evening:—

Overture	"Les Lac de Fees"	Auber.
Selection	"Crown Diamonds"	Auber.
Valse	"Fairy Visions"	Coote.
Aria	"Falco d'Arles"	Giosa.
Reminiscences	"Balfe"	Godfrey.
Quadrille	"Hibernian"	Julien.

"God save the Queen."

E. P. HURST, Conductor.

A meeting of the Hongkong Horticultural Exhibition Society was held at the City Hall yesterday afternoon. There were present Messrs. Taylor (chairman) Vaucher, Fairbairn, Arthur, Holmes, Romano, Guedes, and Rev. J. Lament. A statement of accounts for the year 1876-77, showing a balance in hand of $620.96, was submitted and accepted. A committee for next year was elected, consisting of the Hon. C. C. Smith and Messrs. Romano, Arthur, Hayllar, W. K. Hughes, Dickie, C. P. Chater, Holmes, E. Sharp, Fairbairn, J. M. da Silva, and Armstrong. This was all the business transacted.

We observe that Earl Carnarvon has approved the appointments of the officials appointed to protect Chinese Emigrants and Immigrants in the Straits, and we cannot but think that it would be but ordinary courtesy on the part of the Straits Government to forward copies of the rules under which their duties have to be performed. So far as we can learn, nothing of the kind has yet been transmitted to Hongkong, so that shipowners and masters of vessels may be put to considerable inconvenience from ignorance of the conditions under which Chinese immigration at Singapore will be allowed. The matter should be seen to by our officers, and we might suggest that copies of the new Straits Ordinances might advantageously be published in the *Government Gazette*.

CRICKET.

The annual general meeting of the Hongkong Cricket Club was held at the Hongkong Club yesterday afternoon, and amongst the members present we noticed Messrs. H. B. Gibb (President), Tobin, Chater, Kahn, Lewis, Handley, Coxon, D. B. Grant, J. Grant, A. K. Travers, D. C. Travers, Wodehouse, Deacon, Reddie, Barff, C. C. Cohen, J. F. Johnson, W. Hynes.

The Chair being taken by the President he gave a short review of the season and congratulated the members upon the favourable condition of the Club, financially and otherwise, and upon its prospects for the ensuing season, which, he said, would be opened on the 5th and 6th October by the usual match between the First Eleven v. Next Twenty-two, with a captain.

The accounts were passed, and the Committee for 1877-78, consisting of Mr. H. B. Gibb (President), E. Tobin, A. P. Handley, R. S. F. Walker, 28th Regt., and W. Hynes, Hon. Sec. and Treasurer, unanimously elected, and the proceedings terminated with a vote of thanks to the Chairman.

POLICE COURT.

September 3rd.

BEFORE JAMES RUSSELL, ESQ.

ALLEGED NUISANCE.

Wei Akwong, compradore to the Chartered Mercantile Bank, summoned the occupants of houses, Nos. 7, 9, and 22, Gage-street for creating certain disturbances.

The case had been previously remanded, and as the complainant had no further evidence to offer, it was now dismissed.

CRUELTY TO ANIMALS.

Wong Afuk, a farmer, was charged with cruelty to a bullock in that he beat it severely while driving it through the street. Ample evidence proving the charge was produced, and the defendant was fined $10.

UNLAWFUL POSSESSION.

Leung Akum, a widow, was fined $1 for the unlawful possession of a jacket pawned by her. The pawn-ticket was found in her possession.

NEGLECT TO REPORT.

Tsang Achin, a householder, was fined $1 for neglecting to report his occupation of house No. 30A, Queen's-road East.

UNLAWFUL POSSESSION OF A BOX.

Lo Atim, a barber, charged on remand with the unlawful possession of a box on the hill side at West Point, was again brought up and fined £5; in default, three months' hard labour.

$2 TO CLEAR.

Chun Atak, found under suspicious circumstances on the hill side at the back of the Tung Wah Hospital, was arrested, but as it turned out that he was a very poor man and without any means to get to his native place, he was supplied with money from the poor-box to the amount of $2 to leave the colony.

THEFT OF A BED QUILT.

Tsoi Achoi, a coolie, was sentenced to one month's hard labour, for the larceny of a bed quilt.

DRUNKENNESS.

John Tordiff, a seaman on the British ship *James Shepherd*, was fined 50 cents for drunkenness.

John Williams, also a seaman on the British ship *James Shepherd*, was fined fifty cents for drunkenness.

STEALING CLOTHING.

An Asing, unemployed, was sentenced to three months' hard labour for the larceny of some clothing, &c., from a junk to the value of $9, at 9 p.m. on the night of the 2nd instant.

ATTEMPTED SUICIDE.

Luk Ayow, married woman, charged on remand with attempting to commit suicide by hanging herself, was again brought up, and was ordered to find security in $10 for three months.

SUPREME COURT.

September 3rd.

SUMMARY JURISDICTION.

BEFORE MR. JUSTICE SNOWDEN.

CHEONG CHANG v. GERSTENBERG. $558.—This was a claim for money overpaid under a charter-party. A set-off of $119 was pleaded and the remainder of the claim disputed. Mr. Johnson was for the plaintiff, and Mr. Brereton for the defendant.

Mr. Johnson said the plaintiff in this case was the charterer of the Danish bark *M. Selchau*, of which the defendant is the master, and the claim arose out of a charter-party dated 31st May last. The charter-party was signed here, and it was for a voyage to Touron, taking cargo hence, thence to bring cargo back here and so end the voyage. Fifty lay days were allowed, Sundays included, the lay days for loading in Hongkong to commence on the 9th June. There was a clause for the captain to provide the necessary ballast for the voyage to Touron, and the next clause fixed the rate of demurrage at $50 per day, the days of demurrage not to exceed ten. Another clause at the end said "charterers to have the privilege of sending two supercargoes in the cabin and six deck passengers free of charge the captain finding water only; for the return voyage two supercargoes and deck passengers allowed." The captain alleged the vessel had been detained sixty days and claimed ten days demurrage, which had been paid under protest. The charterer contended he had only had the use of the vessel for fifty-one days, and sought to recover the charge for nine days, six at Touron and three here on the return voyage. The days at Touron were the 24th June and 7th to 11th July both inclusive, and the 18th, 22nd, and 23rd August here. The 24th June was the day the vessel arrived at Touron, and by the charter-party it was agreed that the lay days were to commence on the day after notice in writing had been given to the charterer or his agent of the ship being ready to deliver cargo. The lay days therefore could not commence until the 25th. From the 7th to the 11th July were days occupied at Touron in discharging the ballast which under the charter-party the captain was bound to take. The vessel only took a light cargo from here and therefore it was stipulated the captain should take the necessary ballast. The cargo was first discharged, and then the ballast had to be discharged before the new cargo could be taken on board. The five days so occupied were treated as lay days, to which the plaintiff did not agree, as the ship was being used during those days on the owner's account, and it was for the safety of the ship itself that the ballast was necessary, and the captain had agreed to take it. The vessel arrived here on the evening of the 17th August and on the next day the captain went to the charterer and said he claimed demurrage for that day (18th); but under the clause in the charter-party demurrage could not be claimed until one day after notice in writing. On the 19th, 20th, and 21st August cargo was being discharged. Then came the 22nd and 23rd August, for the which plaintiff said he had overpaid demurrage, as during those two days the ship was entirely used by the captain in putting in ballast. Then the next claim for $85 for cash paid by the supercargo for provisions at Touron, was not denied, but the captain said he had another claim to set-off against it. The last item was for $53 paid for boat hire for discharging ballast at Touron. The captain in fact admitted the two last items by his set-off. As to the set-off, which was for bringing deck passengers from Touron, the ship did bring deck passengers, but under the charter-party the number of passengers allowed on the return voyage was not limited.

Cheong Chang, a merchant, trading under the name of Wing Yee Chong at Praya West, gave evidence of chartering the vessel, of receiving notice from the captain on the 18th of the arrival of the vessel, and of the discharging of the cargo being delayed here two days while ballast was being taken in. He said he paid the captain $600 on account of freight before the vessel left for Touron, and $2,900 on his return, $500 being for demurrage.

Sz Yun Chan, one of the supercargoes, gave evidence in support of the claim for return of demurrage charged for the days during which ballast was being discharged at Touron. In cross-examination, he admitted receiving a paper from the captain on the evening of the 17th, when the vessel arrived here, stating that demurrage would commence on the 18th, but he did not know at the time what it was, and he told the captain his business was finished on the completion of the voyage, and if he had anything to say to the charterers he had better go himself. He also signed a paper under protest to the effect that the lay days occupied at Touron were forty-nine. The captain told him they were forty-nine, but he said they were only forty-eight. The number of passengers brought from Touron was a hundred and twenty.

Lam Yeung, the second supercargo, said he joined the vessel at Touron on the 11th August, and left for Hongkong on the 12th, arriving here on the evening of the 19th.

This concluded the case for the plaintiff.

Mr. Brereton said he did not think there could be a case in which questions of time and date could be so easily fixed. The charter-party was dated the 31st May, and it was provided it should commence on the 7th June. It was provided by the charter-party that fifty lay days were to be allowed for the whole voyage, including the loading in Hongkong, the unloading and reloading in Touron, and the discharging in Hongkong, the lay days to commence one day after notice in writing to the charterers. That provision simply applied to lay days, and, he contended, could not be held to apply to demurrage days, for which no notice was necessary. The charter-party also provided for demurrage not to exceed fifty days, fixed at $50 a day. Now, had demurrage exceeded ten days, there could be no doubt the captain would have been entitled to charge the full expense of the vessel after the expiration of the ten days. Demurrage meant days over and above the lay days, but they were different from days exceeding the demurrage days. If they exceeded the demurrage days they must render to the vessel full compensation. It was admitted no question arose as to the loading in Hongkong, in which five days were consumed. The vessel proceeded on her voyage to Touron, and it would be shown that she arrived there about five o'clock on the 23rd June. The captain gave notice in writing to the supercargo of the readiness to discharge cargo and that lay days would commence on the 24th. The supercargo was very positive she arrived on the 24th, but there was no circumstance by which he could fix the date. In the beginning of the charter-party, which provided for the object of it, it was shown that the charter was simply in contemplation of taking cargo. By a subsequent clause it was provided six passengers should be taken to Touron. The vessel was not a passenger ship. The charter-party was prepared, as is usual, by a ship-broker. It was never contemplated when the charter-party was entered into that more than six passengers should be taken. The vessel was only of 407 tons register, and he was not sure whether it was legal for her to carry a large number of passengers. But before the charter-party was signed the charterers prevailed upon the captain to add another provision, that "for the return voyage to Hongkong two supercargoes and deck passengers are allowed, ship finding water only." He contended that by necessary implication six were all that were contracted to be carried back, as that was the number allowed to be carried down, and this was part of the same paragraph. It might very well be contended that it only meant two supercargoes and two deck passengers. He would not carry it so far as that, however, but it must be read with the preceding words, and that was Captain Gerstenberg's intention. When the passengers were brought on board he objected to the number, and said his agreement was only for six. Then it was agreed that in consideration of the charterers making no charge for the necessaries they had supplied he would take the deck passengers and charge nothing for that. If it had been in contemplation to take a large number, the number would have been specified, but now it was sought to enlarge the charter-party and to be shown that they could take any number they liked. The captain was therefore entitled to the extra freight on passage money of the hundred and nineteen passengers over the six. Touron is not a treaty port; it belongs to the Annamese and vessels go there on sufferance only. It suited the charterers here to go down with a small quantity of merchandise, the consequence of which was that the captain had to put ballast on board. It was provided that he was to supply the necessary ballast for the voyage to Touron, and his Lordship need scarcely be reminded of the rule of law that the express mention of one thing excludes another not mentioned. The charter-party provided that the captain was to provide the necessary ballast to Touron, and did not that imply that any ballast required for the return voyage must be provided by the charterers, and that the charterers were to discharge the ballast if necessary? They chartered the entire vessel, the captain providing them with all means of navigating it, and they were bound to pay all necessary expense for putting in or taking out cargo; except where the charter-party provided otherwise, and it only did so in one instance. It invariably occurs at Touron that a vessel is a very long time in getting a cargo. It was to suit the convenience of the charterers that the captain took down ballast, because they did not fill her up, and for the discharge of that ballast the charterers were liable. There were three hatches to the vessel and they could load and unload at the same time. If the charterers had had a cargo ready there would have been no delay, but they were a long time in getting the cargo and Captain Gerstenberg had to discharge the ballast as cargo came in day by day, as if he had discharged it all at once the vessel would have been liable to capsize. It would be shown that no delay occurred in consequence of the unloading of the ballast, and if there was any delay it was not the fault of Captain Gerstenberg but of the charterers. They said five unnecessary days were consumed in discharging ballast, but the fact that the vessel arrived on the 23rd June, and was not filled up until the 12th August, and then sailed with 1,600 piculs short of a full cargo, showed that the vessel was not delayed in consequence of the ballast, and it was held in the case of the *Black Prince*, that a vessel could not claim for time during which she would under any circumstances be lying idle. Not an hour was lost through the captain, and before leaving Touron, in the presence of witnesses, the captain and the supercargo counted up the days and there was only a difference of one between them, the supercargo saying the number was forty-eight and the captain forty-nine. Five days had been occupied in loading in Hongkong in the first instance, forty-eight in Touron, and all the days occupied in unloading in Hongkong were demurrage, and it was not necessary for the captain to give the charterers notice although he did so.

Captain Gerstenberg was then called and gave evidence to this effect.

His Lordship asked how much the passengers paid from Touron.

Mr. Johnson said they paid nothing at all, they were shippers of cargo.

Captain Thompson, of the Siamese barque *Gloria*, said he was at Touron in August last. He was on board the *M. Selchau* when a conversation took place between Captain Gerstenberg and the supercargo as to the number of lay days. There was a difference of one between them, but after looking at the almanack the supercargo said he had made a mistake and the captain was right.

H. Kreuzer, first officer of the *M. Selchau*, also gave evidence of hearing the supercargo and the captain agree as to the number of lay days at Touron; and also as to the dates of the arrival and departure of the vessel.

Mr. Brereton then summed up his case.

Mr. Johnson replied and contended that as the vessel moved her berth on the 24th June, that was what the supercargo, not being a nautical man, meant by saying she arrived on that day and that notice ought to be given from that day. Then there were the five days ballast was being discharged, and if his Lordship held the lay days were not exhausted on arrival here, notice was requisite and the captain could not claim $50 for the 18th August. With regard to the item for provisions, it was not disputed they were supplied, and the set-off could not prevail, as the charter-party was perfectly clear as to the carrying of passengers. Then with regard to the claim for boat hire for discharging ballast, he would contend that as the captain was bound to take ballast he was also bound to discharge it, and that claim must be paid by the captain.

Judgment reserved.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[VIA SOUTHERN ROUTE.]

LONDON, 31st August.

POSITION OF THE COMBATANTS IN THE SCHIPKA PASS.

The entrenchments of Suleiman Pasha's army at the Schipka Pass are now within 150 paces of the Russian entrenchments. A strict blockade is maintained, and the only route now open to the enemy is that leading to Gabrova.

DESPERATE FIGHTING IN BULGARIA.
DEFEAT OF THE RUSSIANS.

LONDON, 1st September.

News has arrived that after desperate fighting, lasting for nine hours, at Kara Kassanler on the banks of the Lom, the Russians were defeated and retreated in disorder, losing 4,000 men and immense booty; the Turkish loss is put down as 3,000.

ANOTHER DEFEAT OF THE RUSSIANS.

A Turkish force has also repulsed the Russians at Torlak.

The Turks have resumed the offensive along the whole line.

SINGAPORE.

[FROM AN OCCASIONAL CORRESPONDENT.]

24th August.

On the principle that countries (which I presume includes colonies) which have no history are the happiest, Singapore should at this moment be one of the most fortunate of settlements. Speculations as to when the new Governor will arrive or the present Administrator give his next "At Home" are the principal subjects of after-dinner conversation. The open-handed hospitalities of Government House under the present *régime* naturally leads to fears lest the arrival of a new chief should interfere with a state of affairs which all parties find agreeable. But "sufficient to the day, &c.," is, after all, a good motto and I for one prefer to observe it.

Singapore has been much gratified by learning that a new judge has at length been appointed to the Straits Settlements. The present incumbents of the judicial bench no doubt do their best, but no man, as Sir Boyle Roche used to say, "can be a bird—in two places at once." So we are all very glad to hear that we are to have our proper allowance of law-givers. In municipal matters we are doing fairly well. Singapore can certainly boast of one thing—admirable roads. But then they are not metalled with decomposed granite and are constructed to stand an amount of carriage traffic to which I fancy Hongkong is a stranger—a new-comer, at least, having lately told me that you only boast about twenty carriages to the whole community while gharrys are unknown. Some advanced thinker has proposed to introduce chairs, and I don't know but his idea may be practicable. If it takes, the introducer will make a fortune, so commend it to anyone in search of a promising investment.

We have been considerably amused down here at the contradictory accounts which have of late appeared about Mr. Pope Hennessy's acts and intentions, and you will materially aid some of his old friends in this part of the world by condescending to let us know what he actually intends to do. Any action he may take respecting the Chinese will be jealously watched in Singapore, inasmuch as our Government has quite as much to do as it finds convenient in dealing with the pig-tailed reprobates who form the majority of our population. Is the pass and light regulation to be abolished or not?—and how about that tender subject the C. D. Ordinance?

Your Hongkong readers will be interested to learn that a certain notorious captain has again turned up—this time in the character of a gay Lothario, having done another captain out of ship, cargo, and wife! The last named may have been the least important of the three, but one does not like to lose even trifles by larceny.

When is the 28th Regiment coming to Singapore? We don't at all want to lose the 24th, though they are not the most careful people in the world as regards civilities. But we should like to know when the expected change is to take place.

The will of Admiral the Hon. Henry John Rous (dated Dec. 17, 1874) is in his own handwriting. The executors are Viscount Torrington and Mr. George Payne. The effects are sworn under £80,000. The admiral has left a legacy of £500 to each of his executors, and given £25,000 to be divided between the five daughters of his brother, the Earl of Stradbroke, on attaining twenty-one. There are legacies of £4,000 each to three nephews and a niece, and a few other legacies to servants and others. His silver plate testimonial presented to him by the Jockey Club and his racing friends is given to the Earl of Stradbroke, and three pictures of "Eclipse," "Jim Crack," and the "Pique," are left to the Jockey Club at Newmarket. The residuary legatees are the five daughters of the Earl of Stradbroke.—*Illustrated London News.*

HOME AND CHINA AFFAIRS

[FROM OUR OWN CORRESPONDENT.]

LONDON, 27th July, 1877.

SCENES IN PARLIAMENT.

In the House of Commons, on Wednesday the 25th, on the South Africa Bill being taken in committee, more of those scenes occurred that have characterised the business of late. An Irish member moved to report progress, and certain words of Mr. Parnell were, on the motion of the Chancellor of the Exchequer, taken down, and reported to the Speaker, who was specially sent for. The House resumed, and the right honourable gentleman called upon the honourable member for an explanation. Mr. Parnell again travelled beyond the legitimate line of debate, and the Chancellor of the Exchequer accordingly moved that he be suspended from service in the House until Friday, when, on behalf of the Government, he (the Chancellor of the Exchequer) would bring forward a resolution with a view of putting a stop to the obstructive course pursued by one or more of the members. Ultimately Mr. Parnell, by order of the Speaker, withdrew, but, at the request of Mr. Whitbread and others, a motion which would have debarred the honourable member for Meath from taking part in the debates until the resolution was before the House was postponed; and on the committee again sitting Mr. Parnell returned, and made several speeches on the principle of the Bill, with which no particular progress was made.

Last night, at the instance of Lord Hartington, the motion against Mr. Parnell was discharged, in order to avert any feeling of personality or vindictiveness, and the better to enable the House to remove the nuisance with becoming dignity. Parnell and Biggar, two Irish members for small boroughs, have for some time taken the stand that, because the Government have refused Home Rule, all Imperial legislation should therefore be obstructed in every possible way. They have therefore exercised their ingenuity by contorting those rules of debate which were devised for freedom of speech and all those other privileges which has made our Parliament what it is. What with these men, Mr. Whalley, Sir George Campbell, Captain Pim, Mr. Read, and a few others, our parliamentary system is becoming a reproach. Let a boy hang himself at one of the public schools and the Home Secretary is badgered to death. Let a new ship be constructed and so soon as she is ready for sea her vulnerable points are carefully pointed out to our enemies in order to annoy the First Lord of the Admiralty. Let a new gun be forged, and the same process is adopted for the information of our enemies and the annoyance of our Government. In my opinion, the system is simply ridiculous. For instance, take the Tichborne case, which has been decided by eleven judges, five juries, and two Cabinets. Its only supporters in the House are a fool and a knave, and yet it is being continually thrust to the front to the detriment of public business and to the disgrace of parliamentary institutions. I hope how to see this matter set right.

ENGLAND AND THE EASTERN QUESTION.

On Saturday last the public was considerably startled by the undoubted intelligence that five of our large transport ships were being got ready for sea in all haste and that a number of troops were under orders for embarkation. This intelligence, coming as it did just as the Russians had established themselves south of the Balkans, naturally made it appear that our Government was about to take some decided step to arrest Russian encroachment on British interests, and, as a matter of course, explanations were required in both Houses of Parliament. Earl Derby in the Lords stated explicitly that the movement only affected two transports and three thousand troops which were meant to fill the garrison of Malta up to its full complement, a step which prudence dictated under existing circumstances. This explanation was deemed satisfactory, and is no doubt true as far as it goes; but how about the other three transports which are being got ready and the other troops which are preparing for foreign service? It is because Russian progress south of the Balkans has been arrested that Lord Derby takes a little more breathing time? I fancy that diplomacy has been at work, and that Austria and Germany have joined with England in extracting from Russia a solemn promise that she will not occupy Constantinople but will halt at Adrianople and then throw the matter into the hands of the great powers to settle as a European question. My grounds for coming to this conclusion are these. First, Lord Derby can hardly send more troops Eastwithout declaring his intentions, which would involve the necessity of an application to Parliament for a grant of money. I do not think this application will be made, inasmuch as it would cause a tremendous debate, which is not provided for in the Government programme for the few days left of the present session, and I see that Mr. Gladstone has left town for country quarters. Secondly, the Russian papers ostentatiously announce that the alliance between the three emperors has never been disturbed, which means that the emperors of Austria and Germany have induced the Czar to moderate his ideas. Thirdly, Lord Derby's move was certainly to occupy Gallipoli, which our fleet and a few thousand troops can maintain against all possible comers. Gallipoli is a seaport at the eastern end of the Thracian Chersonesus, just where the Dardanelles begins to widen out into the Sea of Marmora. The long peninsula, which has played a famous part in history, stretches westward for some forty miles, and is washed on the north by the Gulf of Saros, and on the south by the Straits. The real key to the Dardanelles, it narrows to a breadth of about three miles near the village of Boulair, a short march east of Gallipoli itself, and across this neck, in the spring of 1854, French and English soldiers rapidly constructed a line of fieldworks extending from sea to sea. They stood on a ridge, the culminating point of which is more than four hundred feet above the sea level, and higher than any ground within the range of even modern artillery. The reason why this site was chosen by the Allies was primarily that it absolutely secured the safety of their fleets, and, in case of necessity, gave them the opportunity of moving upon Adrianople, which is about a hundred miles distant to the north. After performing the exploit, like Admiral Duckworth, they would have to withdraw, running the gauntlet of a severe fire from the shore. An adequate land force at Boulair, sustained by an ironclad squadron, like that, for example, in Besika Bay, would hold in its hands a contingent guarantee against the aggression of an invader whose aim was Constantinople, and in negotiations for peace its Government would be able to speak the needful words with all the effect growing out of the actual possession of one coveted prize—the opening of the Straits, not to commercial ships—that has long been won—but to men-of-war. A mere glance at a map—whether small or large—would disclose to the most obtuse the capital importance of Gallipoli, and, although we have fallen into such debasement that there are Englishmen who rely on Austria to protect our Empire, a very slight knowledge of human nature is required to show that any British Government which, through timidity or apathy, delegated the maintenance of British interests, "manifest and direct," to foreign Powers, could not long withstand the storm of opprobrium it would certainly provoke. This occupation of Gallipoli displays Lord Derby's hand. It is out of the line of Russian operations and its occupation by England will in no way tend to strengthen Turkey, which the occupation of Constantinople would, because it would release a large Turkish garrison. At the same time our occupation of Gallipoli will render the occupation of Constantinople difficult if not impossible or if otherwise nearly useless. But the kernel of the point is this. Russia insists upon the free navigation of the Dardanelles to her ships of war. England will not allow this, whilst the other nations of Europe are indifferent as to the concession. As I have mentioned several times, this is the rock ahead between England and Russia.

In addition to these considerations peace rumours have been so prevalent that Russian and Turkish scrip have both advanced on the London Stock Exchange. These rumours have been very prevalent on the Continent, especially at Vienna. They seem to be contradicted by facts, and I suspect they mean this—that if Russia can take or rather does take Adrianople, the Powers will intervene and dictate terms of peace to Turkey, by a way of sequel to the conference which the Sultan disregarded. In point of fact, it seems to me that the whole Eastern Question is now central on Adrianople.

THE PROGRESS OF THE WAR.

As for the progress of the war, I cannot give a succinct account. According to all the military writers the Turks are nowhere and the Russians everywhere, but as the Turks have gained several decided advantages since the date of my last no calculation can be relied upon unless the Moslem be one of the factors. The advance of the Russians over the Balkans was not meant as a serious menace upon Adrianople, but as a move to draw the Turkish army from the quadrilateral into the open. It seems to me that the move was a false one, and that it will tend to embarrass the Russians during the remainder of the campaign, because it has entirely failed to draw the Turks out of their entrenchments and it has stimulated them to form a new army at Adrianople which will probably prove to be the fanatical element which the Russians have always had to dread.

"It has always been well known that the Russians must take Rustchuk before they could secure their base in Bulgaria. They are surrounding this place in immense force, and during the next week or two we shall hear of some tremendous fighting thereabout. The Russians evidently are well aware of the magnitude of the task they have undertaken, for not only are large reinforcements being sent forward, but a general levy of the whole population has been ordered. There can be no doubt that the result has become a matter of life and death to both Russia and Turkey, and a fanatical war of extermination appears imminent if it does not actually exist.

Had the Emperor of Russia been a wise man, which he assuredly is not, he would by this time have had the ball at his feet. He clearly should, above all things, have taken the greatest pains to conciliate and protect the Mussulman population of Bulgaria in order to show them what Christian rule really meant. Instead of this the Mahomedan population was disarmed and expatriated. The arms were given to the Christian population, who, with the Cossacks, have been committing the most frightful atrocities conceivable. The Mahomedans, flying to the nearest districts unoccupied by the Russians, naturally excited their co-religionists to retaliate upon any Christians who might fall into their hands, and thus matters have gone from bad to worse until they have reached the regions of anarchy beyond the reach of authority and discipline. Constantinople is in free communication with the wide world, and Adrianople is in immediate communication with Constantinople, so that Mahomedan fanaticism can have free scope for the indulgence of its enthusiasm, should it become excited, which seems most probable.

Regarding the passage of the Balkans by the Russians, the Pass of Schipka was evidently bought from the Pasha who held it. He had about seven thousand men, was very strongly intrenched, and could have stopped the whole Russian army. On the appearance of the Cossacks the Pasha evaporated, and his garrison followed him without firing a shot. Stories of this kind come in daily, and it would seem that the splendid flotilla which the Turks had on the Danube has nearly all fallen into the hands of the Russians.

There indeed seems to be but little health in the Turk, and his best friends have lost all hope for him. The general desire seems to be that this Eastern Question shall now be settled for good and all, and, as no reliance can be placed in the Turk, it is feared that he must be disestablished. I imagine that even Lord Beaconsfield must have become reconciled to the Russian occupation of Adrianople and to the submission of the Turks to the dictations of Europe. It is possible that the Turk may still have a deal of fight left in him; so much the worse for Russia, who will have to knock that fight out of him or be ruined in the attempt. Italy, Austria, Roumania, Servia, Greece, and Montenegro are all eagerly waiting for their share of the spoil. England declares her policy nobly and frankly. France declares her inability to take up her proper position, whilst Germany, the leading Power of Europe, continues to play a dark mysterious game, which can only be reconciled with the theory of personal friendship between the Czar and the Kaiser.

As for the war in Asia, the Russians seem to have gathered up the fragments of their army and to display a bold front, but I imagine their object is to prevent the Turkish forces from going to the relief of the army in the Balkans. Nothing is heard of the ravages of the climate among the Russian army in Bulgaria, which to my mind is a very suspicious circumstance. Anyhow they have crossed the Danube and have crossed the Balkans too. All Roumania, Servia, and Montenegro are at their beck and call; the ferocious Christians of Bulgaria are at their disposal for the most sanguinary work devisable; the Czar, Prince Gortschakoff, and five Grand Dukes are at the seat of war; the hospitals are full; there is plague amongst the cattle; the treasury is empty; yet still no great battle has been won and the Turk remains obstinate and implacable.

FRENCH AFFAIRS.

In France the Republicans display such consummate tact and such veneration for law, order, and propriety as to throw on the Government all that appearance of disregard for the laws which Marshal MacMahon desired to imprint on the Gambetta party by irritating it in a manner which he deemed unendurable. The Count Chambord has repudiated all connection with the Bonapartists, which latter continue to play a swash-buckler game, to the amazement and disgust of all true Conservatives. I should say that the Republicans are sure of their game. They will undoubtedly increase their majority in the House of Assembly, and if they can obtain a majority ever so slight in the Senate the present Ministry will have to retire into private life.

TRIUMPH OF THE PANSLAVISTS.

All the news which is permitted to reach the public from the interior of Russia points to the one dominating fact that the entire male population is being placed under arms as fast as the capabilities of the State allow. Taken in connection with the excitement and increasing audacity of the Panslavist masses, this signifies that Russia has definitely entered on the execution of the programme sketched out for her by the extreme National Party. There can be no disguising this state of things. Victory must be used by the Czar, even supposing him to cherish any desires in the direction of moderation, with the thoroughness demanded by the agitators who now control both army and people. Few transformations have been stranger than the change by which the stealthy intrigues of the Russian diplomatists have been put on one side and forced to make room for the open and passionate rapacity of the ultra-Nationalists. The Annexationists called on the Panslavists to help them, and they have been completely supplanted by their allies. It is now fully admitted that the various committees and grand committees have succeeded in taking the control of the reorganisation of the provinces intended to be annexed completely out of the hands of Prince Gortschakoff, and that, in fact, Prince Tcherkasski is responsible to none but the Panslavist Confederacy. Every subordinate symptom of the situation points in the same direction. The war is a Sclav war, and whosoever comes in conflict with the Sclavo impulse becomes the object of universal execration. The "Christian" element of the business has completely disappeared. The humanitarian cry has had its day. The new leaders of Russian opinion openly demand the permanent occupation of Bulgaria and the tenure of Constantinople pending the payment of a full war indemnity. Indeed, without this war indemnity Russia, even though victorious, would be ruined. The expenses of the war are estimated to amount to from twelve to fifteen millions sterling a month, and it is easy to see that a single twelvemonth of this outlay must totally break the already weak back of Russian finance. It is said that the Romanoffs have no real right to be called Russian at all, that the blood in their veins is wholly foreign, and that they must prove their adoption of Russian nationality by devoting themselves to the triumph of the Russian cause. These murmurs, which now only circulate in the conversation of Sclavophil circles, would assuredly be heard in the streets, and perhaps the barracks, in case of a retreat from the Balkan Peninsula; and, however dangerous external complications may seem, there is reason to apprehend that internal terrors may have more influence over the autocracy than any fears of the jealousy of Austria or any doubts of the sincerity of Prince Bismarck. Whether the result be national bankruptcy or not, whether it be necessary to sacrifice hosts more numerous than rotted in tens of thousand amid the swamps of the Dobrudscha and along the Danubian flats in 1829, all the indications show that the Czardom must try to conquer thoroughly. What began in an intrigue against the integrity and independence of the Ottoman Empire, what rapidly developed into a confident march for the occupation of European Turkey, expected to lie open almost without resistance, has now become a struggle for the maintenance of the Czardom at the head of the Russian Empire.

Panslavist associations are daily more openly advocating the limitation of Autocratic Government and the introduction of a constitution. A public speaker has openly asked, "Why shall Russia be the means of establishing a constitution in Bulgaria, and remain herself enslaved in despotism?" It is anticipated that after the conclusion of the war the Panslavist associations will be suppressed. They are merely suffered now for the purpose of inciting public enthusiasm for the war.

GENERAL MELIKOFF.

The correspondent of the *Temps* with the Russian army in Asia sends a glowing sketch of General Loris Melikoff, the Commander-in-Chief. The correspondent says that he felt at once that he was in the presence of a soldier-diplomatist who has studied in the school of Paskiewitch. Still young, the general attracts by the softness of his manner, and there is something quite pensive and yet penetrating in his look. The smile completes what the lips leave unsaid; but the dominant feature in his sunburnt face is a mixture of impassibility and astuteness. It is said that he is by nature of a pessimist turn of mind, and he told me himself that he took a very gloomy view of affairs, being of opinion that the war would be a protracted one, and that England would interfere. He is not blind to the perilous character of his dash into the enemy's country, and, speaking to one of my colleagues of the Russian press, he said:—"It is all very well for you as Russians to share the risks; but this poor Frenchman is falling like a fowl into the pot. We shall either conquer Armenia at a blow or have to make a most difficult retreat." The correspondent of the *Temps* adds that it would be hard to find a greater contrast than General Loris Melikoff and his second in command, General Heimann, whose bluff manners and way of speaking make him the type of the leader of a forlorn hope. His great courage gives him immense power over his soldiers, but he is one of those men who would use their heads to batter down a wall. The brave old soldier knows his defect, but he cannot help it, for the smell of powder intoxicates him. The only way to prevent him from rushing into the thick of the fight would be to bind him hand and foot.

PREPARATIONS FOR THE DEFENCE OF CRONSTADT.

A Cronstadt correspondent, writing under date July 15th, gives the following account of a visit of the Grand Duke Constantine to inspect the defences of that island:—The Grand Duke Constantine's characteristic love of torpedoes showed itself in visiting first the factory where these destructive machines are manufactured. The Grand Duke seemed very pleased with the energy displayed by the officers, but at the same time he urged increased activity, saying that the torpedo requirements of Russia were large, and might be larger still shortly. Orders were given to increase the effective of the torpedo corps established here, and to have the whole machinery of torpedo defence connected with the port in such ready condition as to be able to block up the approaches to the island in a few days' notice. The Grand Duke then proceeded to inspect the *Djighita*, a paddle-wheel clipper, recently constructed at St. Petersburg. She is 214 feet, 32 wide, and has a displacement of 1,334 tons. Her armament is not very formidable, being only seven guns of small calibre. Steaming away from the mole in the admiral's yacht, the *Ilmen*, the Grand Duke examined in succession the little monitors built expressly for the defence as Cronstadt. During the previous week great activity had been displayed in putting these vessels into a fighting trim, and seven out of the ten were as forward in their equipment as any ironclads of the Mediterranean squadron. A great deal of time was spent by the Grand Duke in studying the main channel and the means of communication which exist between the dozen island forts forming the line of defence of Cronstadt. Particular notice was taken of the buoys which mark the places in the channel for the reception of torpedoes, and then the whole party landed at Fort Number 4, a battery recently constructed in advance of the "Crimean" line of forts, and which effectually closes the main channel against the approach of an enemy. In appearance it looks like a huge grassy mound rising out of the water, and on closer inspection is found to contain several massive granite walls, capped with revolving iron turrets, which latter alone project above the level of the turf. At the rear is a small artificial harbour, capable of holding three or four monitors. The inspection of this fort closed the proceedings of the day. On taking leave of the Cronstadt authorities the Grand Duke gave orders for the forts to be got ready for any eventuality which might occur, and then returned to St. Petersburg, after having spent nearly 10 hours in examining the defence of that place.

A PERILOUS VOYAGE.

A boat which left America for England some weeks since with only a man and woman on board arrived at Penzance on the 22nd July. She is called the *New Bedford*, after the town of New Bedford, Massachusetts, from which she hails. The *New Bedford* is a boat about 10ft. long and of the registered tonnage of a little over a ton and a half. She carries two masts, one anchor, and a drogue. She is built of cedar, and rigged as what is known as a leg-of-mutton rigged schooner. The name of the owner is Captain Thomas Craps, aged 35, who with his wife has so bravely crossed the Atlantic in such a tiny craft. The voyage was commenced on May 28, when the vessel left *New Bedford*, but by stress of weather she had to put into Chatham, Massachusetts, where she stayed until the 2nd June, when the sails were again hoisted and the pigmy left on her perilous voyage with a fair wind. All went well for three days, the wind being south-west and the sea calm. The wind then changed to south-east and it came on foggy for four days, and continued foggy up to the time when they reached the Grand Banks; seventeen days out. Here a most fortunate thing happened for the navigators. The drogue which they had brought with them was found to be of little use, because it was too light. Whilst off the Banks they saw a keg floating by, which, luckily, they were able to secure. Captain Craps knocked off the iron hoops, and with some canvas made a new drogue, which answered admirably. When it is considered that at one part of the voyage they were obliged to lie to for nearly three days in a great gale of wind, it will need no effort to imagine what a fortunate acquisition the new drogue was. After leaving the Banks, where they lay to in a gale for fifteen hours, the weather improved, and they carried on till the 21st June, when another gale was encountered. Whilst lying to the *New Bedford* spoke the steamer *Batavia*, from which assistance was offered, and the offer made to take them on board, which was pluckily declined. After this incident they encountered a succession of gales, the only wonder being that they survived to tell the story. During the voyage, which lasted 49 days, the rudder broke, but happily there was a spare one on board, which was used until the first could be repaired. The seas were running mountains high, and during all the time when lying down to rest they had to lie on wet clothes, everything being wet. At one part the captain was for 70 hours steering without relief, the weather being so frightful, and at another he was 18 hours consecutively attending to the drogue. Captain Craps says he could not have stood another 15 days; indeed, he had not slept for 70 hours when he landed. His average sleep whilst coming across was under four hours a day. One of the many extraordinary things connected with the voyage is that it had to be done by dead reckoning, as the *New Bedford* was not big enough to carry a chronometer. Only on two occasions could they get their longitude. When speaking the two vessels Captain Craps had intended to make for Falmouth, but the wind was against it, as the boat cannot beat on account of its lightness. He bore up for Gravas Lake, which he reached about midnight, and they afterwards came ashore and received that kind attention to be expected from Cornish people. Captain and Mrs. Craps seem wonderfully well after the hardships they have undergone though the captain has a bad hand, and when he came on shore his other hand was firmly clenched after 70 hours' steering. The house they stopped at was invaded by persons eager to shake hands with so brave a couple. The boat was also visited by numbers.

Mrs. Jury, who was sent out to Sydney by the friends of the Claimant, has returned to England, having, it is said, failed to recognise the lunatic at Paramatta as her brother, Arthur Orton.

For seven hours a court-martial was engaged at Devonport recently in the trial of William George Paige, an engineer of her Majesty's ship *Simoom*, on a charge of stealing a parrot, the property of Major Wooley, an Indian officer, when returning from abroad. The parrot was missed, and was eventually found in the screw alley. The great point of proof was the identity of the bird, there being 200 parrots on board, and the bird's conversation was the chief means of identification. The relation of this caused great amusement in court. It was objected that conversations by the parrot in the absence of the prisoner could not be received as evidence against him, but this point was overruled. The prisoner was ultimately convicted, and was sentenced to dismissal from her Majesty's service, in which he had served fourteen years.

MUSICAL AND DRAMATIC NOTES.

Herr Richard Wagner intends shortly to pay a visit to the United States of America on an artistic tour. The *maestro* is already making his preparations.

Miss Kate Field, the authoress of "Extremes Meet," and the letters signed "Puss," in *Truth*, has been elected a member of the Dramatic Authors' Society.

The illness of Mdlle. Titiens rendering it doubtful whether she will be able to fulfil her engagement at the Three Choirs Festival at Gloucester, next September, the stewards have also engaged Mdlle. Albani.

The work on the New National Opera House, which was suspended a few months ago, after an expenditure of about £60,000, will, it is stated, be actively resumed in the course of next week, and the building is expected to be covered in and internally finished by Lady Day next.

Mr. F. V. Dickin's excellent translation of "Chiushingura" should be in request just now at Yokohama. A company of actors from Tokio are at present performing that spirited drama—otherwise known as the "Forty-seven Ronins" at the Sano Matsu Theatre of the settlement.

Mr. W. S. Willie's dramatic version of "Peveril of the Peak," with which the autumn season at Drury-lane Theatre, London, is to open on the 22nd September, is to be in four acts, and is to be entitled "England in the Days of Charles II."

The *Theatre* says that Mr. Farren is about to leave the Vaudeville Theatre, London.

The Royal Dramatic College has cost £20,000, and if £1,000 is not soon raised its operations must cease. A meeting was held the other day at the Mansion-House on its behalf, but there was only a small attendance. The distinguished members of the profession were absent; and if actors and actresses are dubious in their sympathy, how can they expect substantial aid from the public?

A meeting of the proprietors of Drury-lane Theatre was held on the 21st July. There was a discussion, brought on by Captain Sharpe, with regard to the management of Mr. Chatterton. The Chairman pointed out that the present management had been instrumental in raising the value of the shares from £95 to £125. The resolution adverse to Chatterton was rejected, only three hands being held up in its favour.

Mr. H. J. Byron is (says *Land and Water*) always frank as well as amusing. In a provincial town in which the heat was so intense as to make play-going a misery, he was asked for a box. He replied, "I am sorry I have no private box to give away, but I enclose you an order for the whole dress circle." By the way, he has had his hands full with a tour, a new comedy for Mr. Duck's company, a drama for the Princess's, and casual contributions to newspapers.

I hear (says a writer in *Mayfair*, much audible groaning in Society at the prices the fiddlers and singers now have the modesty to ask for their services. Mario used, I well remember, to be content with twenty guineas for a private concert, but in these days there's not a note to be had under double the price. Eighty pounds is supposed to be a fair price for a couple of songs from one of the *prime donne* of these times, and Nilsson asks as much as two hundred, and that with the condition that she is not to sing more than two songs. Perhaps the best is what is now the usual way of managing these matters, that is to go directly to Mr. Gye or Mr. Mapleson, and empower them to select the best singers they can provide for a given price. But even this method is not a cheap one. To give a first-rate concert with Marimon, Capoul, and some eight or nine other singers of similar standing costs, I am told, £400, and no less.

The Nilsson prizes (twenty guineas and ten guineas) were competed for at the Royal Academy of Music on the 21st July, the examiners being Signor Arditi (chairman), Mr. Barnby, and Mr. Wilbye Cooper. There were sixteen candidates, and the prizes were awarded to Miss Mary Davies and Miss Marian Williams; Miss Kate Brand highly commended. The competition for the Parepa-Rosa Gold Medal was also held with the same examiners. The medal was awarded to Mr. James Sauvage; Mr. Seligmann highly commended. The Lucas Medal was competed for on the 23rd July, the examiners being Sir John Goss (chairman), Mr. J. F. Barnett, Dr. Bridge, Mr. Charles Salaman, and Mr. Henry Smart. There were ten candidates, and the medal was awarded to Mr. R. Harvey Löhr; Miss Prescott and Mr. Ross highly commended. On the same day the Sterndale Bennet prize (ten guineas) was awarded, the examiners being Mr. G. A. Osborn (chairman), Mr. O. Beringer, Mr. Dannreuther, and Mr. Dorrell. There were seventeen candidates, Miss Nancy Evans being successful, and Miss Heathcote and Miss Lock commended.

The works to be performed at the Festival of the Three Choirs, at Gloucester, include Mendelssohn's "Elijah," Tuesday morning, September 4th; Bach's "Passion" music and Beethoven's "Engedi," on the 5th of September (morning), Mendelssohn's "St. Paul" and a selection from Haydn's "Creation"; in the evening, Herr Brahms's "Requiem," Dr. Wesley's anthem, "The Wilderness;" Mr. Sullivan's overture, "In Memoriam;" a "Kyrie Eleison," by Mr. B. Luard-Selby; Mendelssohn's "Hymn of Praise" on Thursday morning; and the "Messiah" on the concluding morning (Friday, September 7th). At the two evening concerts of the 4th and 5th of September the principal works will be Schumann's "Paradise and the Peri;" Gade's cantata, "The Crusaders;" a new Overture, by Mr. C. V. Stanford (of Cambridge); two Symphonies, the C minor of Beethoven and the B minor of Schubert; Mendelssohn's Violin Concerto; Weber's Pianoforte Concertstück; a new Overture, by Mr. Montague Smith; Herr Wagner's "Tannhäuser" Overture, and Weber's "Jubilee." The prospects for the 154th Festival are unusually bright, no less than 174 gentlemen (the largest number ever known at the Three Choir gatherings) having consented to officiate as stewards, that is, to guarantee the meeting from any loss.

Rarely (says that *Hornet*, speaking of Mdlle. Titiens), has any illness occasioned more genuine and general regret than the serious indisposition of this truly great singer. From Her Majesty down to the humblest chorus-singer of the opera there has been but one expression of sympathy with her sufferings and hopes of a recovery that has, we grieve to hear, been once more retarded. During the nineteen years that have elapsed since she first appeared as *Valentina* in "Les Huguenots" to the *Raoul* of poor Giuglini she has held the highest position upon the lyric stage. Her Majesty and the late Prince Consort attended at her début on the 13th of April, 1858, and gave her the *cachet du roi* by repeating their visit upon her second appearance on the 15th. Mdlle. Tietjens, or Titiens, in common with so many of our best musicians, is of Hungarian parentage, although her birthplace was Hamburg. She made her first appearance upon the boards of her native town in 1850 as *Lucrezia Borgia*—a part in which she is still unrivalled. Her second impersonation was the now equally familiar one of *Leonora* in "Il Trovatore." In this she was so surprisingly good that the croakers immediately predicted that her fall would be as rapid as her rise, for that no singer could maintain so high a pressure. However, her impersonations of *Donna Anna* and the *Countess Almaviva* speedily removed all these apprehensions, and before her return to Vienna Mdlle. Titiens was an acknowledged favourite. At Drury Lane or Her Majesty's, under the sway of Mr. Lumley and Mr. E. T. Smith, Mdlle. Titiens continued to maintain her high position; and, as was only right and natural, she was selected by Mr. Mapleson when he assumed the management of Her Majesty's in 1862. Here she became for the first time associated with Madame Trebelli, with whom she has since shared so many successes. For years she bore the burden of all the chief work, assisted by Miss Louisa Pyne, Madame Harriers-Wippern, and many of the usual *etoiles qui filent et disparaissent*. She had, however, the aid of the late Mongini and Belart, of Mr. Santley, and of the unforgotten Giuglini, and afterwards of Mdlle. Ilma di Murska. But all the hardest work fell to Mdlle. Titiens. In addition to the operas that we have specified, with "Fidelio" and "Medea," in which sublime works she is incomparable, Mdlle. Titiens for years sang the light parts of the Nilsson-Marimon type. As *Lucia*, *Norina*, *Elvira* ("I Puritani"), she repeatedly appeared; while she was the original *Marguerite* in the first presentation of Gounod's "Faust" upon the Anglo-Italian boards. At private and public concerts at home and abroad, in Paris, Vienna, and New York, she has, whether in oratorio, opera, or ballad alike, as a dramatic singer and tragic actress—won universal admiration. She is the last of the purely classic school, and it is to be hoped that she may speedily resume a position that no one else can fill. Her present and lamented illness may in the main be attributed to the constant strain that has been laid upon her. It is needless to say that in private society Mdlle. Titiens is as universally admired and respected as in the larger circle of the general public.

"ACOS IT STICKS."

The following little scene (says *The Theatre*) occurred at a rehearsal at one of the large provincial theatres during the engagement of a tragedian who has acquired an unenviable notoriety from his arrogance towards underlings:—Macbeth. Act IV., sc. 1.—Tragedian (repeating lines): "I will be sat-isfied; deny me this, and an eter-nal curse fall on you!" Let me know why sinks that cauldron? (Tragedian stops up to trap on which the cauldron is placed, and raps stage violently with umbrella.) Be-low there. Machinist (below stage)—What's up? Tragedian—What is the meaning of this cauldron not descending at the proper time? Machinist—Acos it sticks. Tragedian—But it has no right to stick, sir! Machinist—All right at night, sir! Tragedian—That's the us-ual cry, and it's all wrong when night comes. Are you sure you know the proper cue, sir, when to take the cauldron down. Machinist—Well I or't to, considerin' I worked the calldron trap for Sam Phelps at the "Wells"—and he could play Macbeth—he could. Tragedian (furiously)—Look here, sir—we are not here to hear a diss-er-tation upon the merits of Mr. Phelps. I ask you once more, let me hear if you know the proper cue to take the caul-dron down. Yes, sir; let me hear you repeat it. Machinist (screaming up the trap)—"May my 'ternal cusses light upon you." Nothing pussonal, Mr. Mulligan!

COMMERCIAL INTELLIGENCE.

OPIUM.

MONDAY, 3rd September.

New Patna placed to-day at $592½, and select chests of same at $595. New Benares quitted at $580.

EXPORT CARGO.

Per British bark *Caldew*, for Melbourne and Sydney:—

For Melbourne 2,320 boxes Oil, 436 boxes Wine, 120 boxes Soy, 790 boxes, 747 pkgs. and 346 chests Tea, 108 boxes and 50 bundles Crackers, 95 boxes Spirits, 76 boxes Tobacco, 7 boxes Sugar Candy, 99 jars Soy, 224 rolls Matting, 282 bags Rice, 95 bags Beans, and 4,470 pkgs. Merchandise. For Sydney 1,350 bags Rice, 808 boxes Oil, 205 boxes Tea, 422 boxes Salt Fish, 256 rolls Matting, 20 bundles Firecrackers, 10 baskets Brown Sugar, 50 boxes Spirit, 6 boxes Tobacco, 690 pkgs. Merchandise, and 20 sets Trunks.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand ... 3/10½
Bank Bills, at 30 days' sight ... 3/10¾
Bank Bills, at 6 months' sight ... 3/11½
Credicts, at 6 months' sight ... 3/11¾
Documentary Bills, at 6 months' sight ... 3/11¾
ON BOMBAY.—Bank, sight ... 222
ON CALCUTTA.—Bank, sight ... 222
ON SHANGHAI.—
Bank, sight ... 72¾
Private, 30 days' sight ... 73¾

SHARES.

Hongkong and Shanghai Bank Shares—48 per cent. premium.
Union Insurance Society of Canton—$900 per share.
China Traders' Insurance Company's Shares—$2,900 per share.
Yangtsze Insurance Association—Tls. 790 per share.
Chinese Insurance Company—$255 per share.
Hongkong Fire Insurance Company's Shares—$630 per share.
China Fire Insurance Company's Shares—$166 per share.
Hongkong and Whampoa Dock Company's Shares—20 per cent. discount.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—12 per cent. discount.
Shanghai Steam Navigation Company—Tls. 30 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$50 per share.
Chinese Imperial Loan—£103. Ex. 4s. 1½d.

SALES ON SEPTEMBER 3RD, AS REPORTED BY CHINESE.

White Sessamuns—100 bags, at $5.00, by Yuen-fat-hong to travelling trader.
Black Pepper—100 bags, at $7.50, by Yee-chong to travelling trader.
Fungus—20 bags, at $35.20, by Wo-kee to travelling trader.
White Sessamuns—20 bags, at $5.00, by Shing-cheong to travelling trader.
Animal Tallow—5 packages, at $9.86, by Shing-chong to travelling trader.
Shellfish—20 bags, at $10.80, by Kwong-tai-chong to travelling trader.
White Wax—5 pieces, at $60.30, by Yee-tai to travelling trader.
Brown Sugar—460 bags, at $4.50, by Yee-on to travelling trader.
Red Dates—20 bags, at $5.15, by Yue-wo-loong to local trader.

HONGKONG TEMPERATURE

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

September 3rd.

Barometer—9 A.M.	30.006
Barometer—1 P.M.	29.950
Barometer—4 P.M.	29.930
Thermometer—9 A.M.	82½
Thermometer—1 P.M.	80½
Thermometer—4 P.M.	81½
Thermometer—9 A.M. (Wet bulb)	79½
Thermometer—1 P.M. (Wet bulb)	78½
Thermometer—4 P.M. (Wet bulb)	79
Thermometer—Maximum	83
Thermometer—Minimum (over night)	78½

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

September 3rd.

BAROMETER, THERMOMETER, &c.	HONGKONG Previous day at 4 P.M.	HONGKONG On date at 10 A.M.	AMOY Previous day at 4 P.M.	AMOY On date at 10 A.M.	SHANGHAI Previous day at 4 P.M.	SHANGHAI On date at 10 A.M.	NAGASAKI Previous day at 4 P.M.	NAGASAKI On date at 10 A.M.
Barometer	29.99	30.03	30.04	30.03	29.97	29.95	30.15	30.09
Thermometer attached	79.0	82.0	88.0	86.0	80.0	75.0	81.5	79.0
Direction of Wind	SE	SW	SSE	NE	E	E	SSW	ENE
Force	6	5	3	1	3	2	3	2
Dry Thermometer	79.0	82.0	80.0	80.0	80.0	75.0	81.7	78.8
Wet Thermometer	70.0	78.0	86.0	86.0	78.0	72.0	76.6	78.0
Weather	ocqr.	oqpp	b.	c.	b.c.	b.c.	b.c.	b.
Hour's Rain	—	15	—	—	—	—	—	—
Quantity fallen	—	1.76	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.
FORCE OF WIND.—0 calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.
STATE OF WEATHER.—B. Clear blue sky. *C.* Cloudy. *D.* Drizzly. F. Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. T. Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

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HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [71

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A. MACG. HEATON,

Hongkong, 27th September, 1875. [75

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Nestor (str.)		Hongkong	Butterfield & Swire	To-day, at 1 P.M.
LONDON	Geo. Croshaw	Geo. Irving	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
HAMBURG	Lord Macaulay	Monkmann	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Grasmere	Hastings	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Aberlady	J. Nicoll	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Johanne	Bunjo	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Gold Hunter	J. Freeman		Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	Belgic (str.)		Hongkong	O. & O. S. Co.	On 10th inst. at 3 P.M.
SAN FRANCISCO, via Y'HAMA	City of Tokio (str.)			P. M. S. S. Co.	On 19th inst. at 3 P.M.
SAN FRANCISCO	Jubilee	J. Harris	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
MELBOURNE AND SYDNEY	Winlow	Barker	Hongkong	Rozario & Co.	Quick despatch.
SINGAPORE, BRISBANE, &c.	Somerset (str.)	J. Torrance	Hongkong	Gibb, Livingston & Co.	To-morrow, at 4 P.M.
SINGAPORE, BOMBAY, &c.	Peshawur (str.)	White		P. & O. S. N. Co.	On 8th inst., at noon.
SAIGON, SINGAPORE, &c.	Tigre (str.)	Lormier		Messageries Maritimes	On 15th inst., at noon.
BANGKOK	Dale (str.)	J. Thompson	Hongkong	Yuen Fat Hong	To-day, at 5 P.M.
YOKOHAMA	Tanais (str.)	Marcello	Hongkong	Messageries Maritimes	To-day, at 5 P.M.
YOKOHAMA AND HIOGO	Yorkshire (str.)	Longley	Hongkong	Jardine, Matheson & Co.	To-morrow, at 4 P.M.
YOKOHAMA	Sunda (str.)	Reeves	Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Sindh (str.)	Nomdeden	Hongkong	Messageries Maritimes	To-morrow, at noon.
SHANGHAI	Antenor (str.)		Hongkong	Butterfield & Swire	On or about 5th inst.
SHANGHAI	Khiva (str.)			P. & O. S. N. Co.	Quick despatch.
SWATOW, AMOY, & F'CHOW	Yesso (str.)	S. Ashton	Hongkong	Douglas Lapraik & Co.	On 6th inst., at noon.

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(With which is incorporated "THE CHINA DIRECTORY.")

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THE DIRECTORY FOR PEKING.
THE DIRECTORY FOR JAPAN.
THE DIRECTORY FOR PHILIPPINES.
THE DIRECTORY FOR SAIGON.
THE DIRECTORY FOR HAIPHONG.
THE DIRECTORY FOR HANOI.
THE DIRECTORY FOR SINGAPORE.
THE DIRECTORY FOR BANGKOK.

With brief descriptions of Hongkong and the Treaty Ports of China, Japan, and the Philippines.

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Hongkong, 31st May, 1877. [tf854

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Hongkong, 13th July, 1877. [1097

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Hongkong, 13th December, 1876. [46

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Hongkong, February, 1877.

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Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

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BUA PAU, Siam. ship, Möller.—Keen Tay Lee.
CHARON RATTANA, Siamese ship, Ullrich.—Chinese.
CIRCE, British schooner, Alexander.—Olyphant & Co.
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GLORY, Siamese bark, Thompson.—Tack Mee & Co.
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TITAN, American ship, Barry.—Messageries Maritimes.
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WM. COBB, American 3-m. sch., Brady.—Meyer & Co.
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VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR"

will be despatched TO-DAY, the 4th instant, at 1 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th September, 1877. [1235

FOR BANGKOK.

THE Steamship

"DALE,"

James Thompson, Commander, will be despatched for the above Port TO-DAY, the 4th September, at 5 P.M.

For Freight or Passage, apply to

YUEN FAT HONG, Agents.

Hongkong, 31st August, 1877. [1332

FOR YOKOHAMA AND HIOGO.

THE Steamship

"YORKSHIRE,"

Captain Longley, will be despatched as above TO-MORROW, the 5th instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 3rd September, 1877. [1342

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE,

Calling off SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN, and KEPPEL BAY to land Mails and Passengers.

THE Eastern and Australian Mail Steam Company's Steamer

"SOMERSET,"

Captain J. Torrance, will be despatched as above TO-MORROW, the 5th September, at 4 P.M.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th August, 1877. [1332

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,

Taking Cargo and Passengers at through rates for HANKOW and PORTS on the YANGTSZE.

THE Company's Steamship

"ANTENOR"

will be despatched on or about the 5th September.

For Freight or Passage apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th August, 1877. [1317

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"SUNDA"

will leave for the above place shortly after the arrival of the Steamship "Khiva" with the next English Mail.

ADAM LIND, Superintendent.

Hongkong, 29th August, 1877. [34

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"KHIVA"

will leave for the above place about 24 hours after her arrival with the next English Mail.

ADAM LIND, Superintendent.

Hongkong, 29th August, 1877. [34

FOR SAN FRANCISCO.

THE A1 British Ship

"JUBILEE,"

J. Harris, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 3rd September, 1877. [1336

FOR NEW YORK.

THE A1 British Bark

"GRASMERE,"

Hastings, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 17th August, 1877. [1268

FOR NEW YORK.

THE A1 British Bark

"ABERLADY,"

J. Nicoll, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 17th August, 1877. [1269

FOR LONDON.

THE A1 British Bark

"GEO. CROSHAW,"

Geo. Irving, Master, will have early despatch as above.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 31st July, 1877. [1179

FOR NEW YORK.

THE A1 German Ship

"JOHANNE,"

Bunje, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 1st August, 1877. [1192

FOR HAMBURG.

THE A1 British Bark

"LORD MACAULAY,"

Captain Monkmand, will load for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 21st July, 1877. [1130

FOR MELBOURNE AND SYDNEY

(To follow the Barque "Caldew.")

THE A1 British Barque

"WINLOW,"

Captain Barker, will load here and have a quick despatch for the above Ports.

For Freight, apply to

ROZARIO & Co.

Hongkong, 14th August, 1877. [1247

NOTICE.

THE Undersigned has been appointed AGENT at THIS PORT for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.

Hongkong, 6th June, 1877. [tf894

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.

Hongkong, 17th April, 1873. [80

VESSELS ON THE BERTH.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;

ALSO,

BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PESHAWUR," Captain WHITE, will leave this on SATURDAY, the 8th September, at Noon.

For further Particulars, apply to

ADAM LIND, Superintendent.

Hongkong, 29th August, 1877.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE

CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, *viâ* Yokohama, on MONDAY, the 10th September, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 9th Sept. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, 4th September, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO,

PONDICHERY, MADRAS, CALCUTTA, AND BOMBAY.

ON SATURDAY, the 15th September, 1877, at Noon, the Company's Steamship "TIGRE," Commandant LORMIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 14th September, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY, Agent.

Hongkong, 1st September, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamer "CITY OF TOKIO" will be despatched for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 19th September, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, *viâ* Overland Railways.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, *viâ* the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 18th September. Parcel Packets will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, 4th September, 1877.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have to late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

It comprises upwards of two thousand large quarto pages.

LONDON:

TRUBNER & Co., 60, PATERNOSTER ROW.

HONGKONG:

"DAILY PRESS" OFFICE, WYNDHAM ST.

POST-OFFICE NOTIFICATIONS.

A MAIL WILL CLOSE

For Manila.—Per *Esmeralda*, to-day, the 4th instant, at 11.30 A.M.

For Callao.—Per sailing ship, to-day, the 4th instant, at noon.

For Singapore, Suez, and London.—Per *Nestor*, to-day, the 4th instant, at 0.30 P.M.

For Manila.—To-day, the 4th instant, at 1.30 P.M.

For Hoihow and Haiphong.—To-day, the 4th instant, at 4.30 P.M.

For Yokohama.—Per *Tanais*, to-day, the 4th instant, at 4.30 P.M.

For Shanghai.—Per *Sindh*, to-morrow, the 5th instant, at 11 A.M. Late letters received from 11.10 to 11.30 A.M.

For Yokohama and Hiogo.—Per *Yorkshire*, to-morrow, the 5th instant, at 3.30 P.M.

For Pakhoi, via Canton, overland.—To-morrow, the 5th instant, at 5 P.M.

For Bangkok.—Per *Dale*, on Thursday, the 6th instant, at 5 P.M.

MAILS BY THE TORRES STRAITS PACKET.

The Australian Contract Packet "SOMERSET" will be despatched from Hongkong on WEDNESDAY, the 5th September, with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be registered after 3.15 P.M.

The Mails will be closed at 3.30 P.M.

Correspondence for New Zealand must be specially directed *viâ* Torres Straits, or it will be sent *viâ* Galle.

Correspondence for Southern and Western Australia can be sent by this route if desired, but as a general rule it is better to send it *viâ* Galle.

A Supplementary Mail for Singapore only will close on board 10 minutes before the vessel starts. Late Letters for Australia must be sent to the care of an agent at Singapore.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet "PESHAWUR" will be despatched with the Mails for Europe, &c., on SATURDAY, the 8th September.

The following will be the hours of closing the Mails, &c.:—

FRIDAY, 7th September,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.
SATURDAY, 8th September,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., Letters may be posted on payment of a Late Fee of 18 cents extra Postage, until
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, until 11.50 A.M., when the Mail is finally closed.

MAILS BY THE UNITED STATES PACKET.

The United States' Mail Packet "BELGIC" will be despatched on MONDAY, the 10th instant, with Mails for Japan, San Francisco, and the United States, which will be CLOSED as follows:—

2 P.M. Registry of Letters ceases.
2.30 P.M. Post Office closes.
2.30 P.M. Correspondence for Japan, the United States, or Union Countries only may be posted on board the Packet with Late Fee of 12 cents extra Postage, until
2.50 P.M. when the Mail is finally closed.

The following rates of Postage must be prepaid in Hongkong Stamps. Prepayment is compulsory in the cases marked *:—

	LETTERS. ½ oz. Cents.	NEWS-PAPERS. Cents.	BOOKS & PATTERNS. 2 oz. Cents.
United States, Canada*, Vancouver and Pr. Edward's Is.*, New Brunswick*, Nova Scotia*, Bermuda, Brazil, Cuba, Curaçoa, French, Spanish, and Dutch West Indies, Guiana, Jamaica, Surinam, Trinidad (Registration 8 Cents)	12	2	4
Aspinwall, Panama *	18	4	6
Bahamas, Danish West Indies, Hayti *	14	4	6
Hawaiian Kingdom *	16	4	8
Mexico *	20	4	6
Newfoundland (Registration 12 Cents) *	16	4	6
Peru, Bolivia, Chili, Ecuador (Registration 12 Cents) *	30	6	14
West Indies (except as named above), Costa Rica, Honduras, New Granada, Nicaragua, Turk's Island, Venezuela (Registration 12 Cents) *	26	6	14

Any articles found enclosed in Newspapers or Book Packets (as silk scarves, jewellery, &c.) will be confiscated.

REGISTRATION TO BANGKOK.

Her Britannic Majesty's Consul for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however in either direction, Money Orders must be used.

The Stamps tendered for sale must not exceed $25 in value, must be perfectly clean, in good condition, and in strips of at least two, as go-separate Stamps will be purchased. They must be presented personally or accompanied by a note.

Letters containing Stamps should be registered, and the Stamps should be secured from observation.

The Postmaster or Agent may postpone purchasing if the public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a commission of one per cent. on all Stamps purchased.

SOLDIERS' AND SAILORS' LETTERS.

Privates in H.M. Army or Navy, Non-commissioned Officers (but not Warrant Officers, viz., Assistant Engineer, Gunner, Boatswain, or Carpenter), Army Schoolmasters (not Superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom *viâ* Marseilles by French Packet, or *viâ* Southampton by British Packet, for one penny; or *viâ* Brindisi by British Packet for three-pence. Hongkong stamps will prepay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—

1.—Not to exceed half an ounce. No double letters are allowed.

2.—If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the Commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.

3.—If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

The attention of owners, agents, and charterers of steamers is drawn to the provisions of The Post Office Ordinance, 1876, which comes into force on the 23rd instant.

Under the old Ordinance no notice was required of the departure of a vessel if not advertised, nor of departures for Canton or Macao. Notice is now required of any departure. Notices with regard to sailing ships, the old rule will practically remain in force, that notice need not be sent unless asked for.

Section XXV. requires that the first notice be sent to the Post Office.

In the case of steamers plying regularly or on fixed days, notice of any change in the day or hour will be sufficient.

Stamped correspondence may still be sent on board any vessel after the Mail is closed at the Post Office.

The Postmaster-General takes this opportunity of calling the attention of firms to the fact that any such words as Despatches will close at 11 A.M., added to the advertisement of a vessel are illegal. Consignees' letters are exempted by law from passing through the Post Office, but no person is allowed to make collection of such letters for transmission under a penalty of £100 per week during which the practice continued.

EXTRACTS.

OUTWARD BOUND.

Floating, floating, from dawn to dusk,
Till the pearly twilight dies,
And the mists float up from the sapphire sea
And cloud all the sapphire skies.
Floating, floating, while golden stars
Seem to float in a sea overhead,
And starry lights from a sea below
Glow orange, and purple, and red;
Till we seem floating out from the sea of life,
The tempests of passion, the storm-winds of strife—
Out into strange, mysterious space,
Till God shall find us a landing-place.

Drifting, drifting to lands unknown,
From a world of love and care,
Drifting away to a home untried
And a heart that is waiting there.
O ship! sail swiftly—O waters deep
Bear me safe to that haven unknown—
Safe to the tender love that waits
To be for ever my own;
Till we drift away from the sea of life,
The tempests of passion, the storm-winds of strife,
Out to a haven, out to a shore
Where life is love for evermore.

—*Good Words.*

AN ECCENTRIC LADY.

While at Beyrout, I sent a message to Lady Hester Stanhope, who had established herself at Joun, a hill looking down upon the ancient Sidon, asking if she would do me the honour of receiving me, as I was acquainted with some of her family in England. She replied that she would receive no envoy from "Cupid" (Lord Palmerston), but she had been visited by Lamartine, Prince Puckler Muskau, and others. She had written a letter to the British Consul-General in Egypt, in which she said, in answer to a claim which he had been directed to prefer against her, that "she would recommend him to put on a wig and give his orders from the woolsack, servant as he was of the wise Lord Palmerston, and he the servant of our magnificent Queen," and ended by saying that she would not pay her debts, unless her Majesty ordered her to do so. She lived, with more than a hundred and twenty armed people around her, like a sovereign; but Mehemet Ali told Colonel Campbell that she should have as many people as, and no more than, were necessary for a lady. Upon this Colonel Campbell said she might have 16; whereupon she called the old Pacha "a bloody tyrant," at which I dare say he laughed heartily. She coveted the title of Queen of Syria, and a mad fellow at Alexandria, who called himself King of Jerusalem, wanted to marry her. Mr. C—— visited her, and gave strange accounts of her manners and conversation. She said to him, "You are not such a d——d puppy as Lord Byron was. You are lame, as he was; but you don't come shuffling into a room as if you were ashamed of what is no fault of yours, standing before this picture and that, and making your way to a seat sidling, just to hide what anyone can see—that one of your legs is shorter than the other." She told him that if he would stay, she would send for a magician to take him to a place where was a serpent born before the world was created, and that the serpent would show him a spot where treasures were concealed. It is well-known that Lady Hester Stanhope had a great hatred and contempt for British consuls and other officials of her own country. When one of the consular body, thinking she would be pleased at the compliment, asked her what name he should give to his new-born child, she wrote back that he should called "Humbug" or "Fiddlesticks."—*Autobiographical Recollections of Sir John Bowring.*

AMATEUR THEATRICALS.

Private theatricals are almost as fashionable now when out-of-doors amusements are possible as during the long winter months. The appearance of amateurs on the stage of public theatres has given new life to the acting propensity, and everyone with a pleasing appearance and the requisite amount of self-confidence studies this exciting accomplishment, and takes to the footlights as a duck does to the water. People who look upon theatres as seductions of the evil one and possible sinks of evil for their sons and daughters, have no objection to allow these same young people to perform the most sensational of plays in their own drawing-room. It is one of the most insidious and entrancing of amusements, and will occupy the energies for so long a period previous to the full-dress performance that parents are grateful to an interest which at any rate keeps their children out of mischief. During prolonged vacations this is in itself an unspeakable boon, and it is almost as strongly appreciated for the grown-up members of a family, and for the guests in a house, as for the schoolboys and girls. The present advantages, consequently, blind many people to the future dangers of histrionic amusements. Of course, if the occupation were limited to the preparation, which is really the most enjoyable part—consisting of endless talks and discussions, where each individual engaged has an interest, rehearsals, and posing, and costuming, little harm would be done, but the danger arises from the full-dress performance when it really comes off. Amateur actors can never find their true level in private theatricals; no matter how crude and wooden their representation may be, politeness compels a good reception from the audience, so that the most stupid of performers will go away with the conviction that the public stage is suffering a severe deprivation from his or her seclusion.

The danger to a really talented amateur actor is still more serious, for the guests—who are equivalent to that portion of a public audience which is admitted by orders—are so charmed to find anything that they can honestly applaud that they show an unwise and exaggerated approval, and do their best to turn the head of the performer who displays capabilities a degree beyond the wretched incapacity of the ordinary amateur. Boys and young men soon shake off the bad results of exalted praise, for the frank opinion of male friends will sink them to their due level, and they will be compelled to perceive how much of the original flattery is genuine, and how much the outcome of the unwholesome position of an audience composed of private friends. A young lady, on the other hand, has no chance, excepting that afforded by her own good sense, to overcome the hurtful effects of exaggerated praise. Her sex, her youth, and a certain sympathy for supposed shyness will gain a very kindly welcome for a stupid girl, but if she show any talent for the *rôle*, then her reception will be almost rapturous. The compliments of male acquaintances will be offered as a matter of course, and the kindly snubbing of females will fail in their aim and will be simply designated as envious.

The worst of a success of this sort is that it becomes, like dram-drinking, a necessity to existence. Ordinary excitements and occupations fall utterly flat; nothing is cared for but the contemplation of past and future triumphs. The only remedy for this state of things is to give the subject so strong a dose of the legitimate article that the complete surfeit would produce nausea. The heartburnings and jealousies, the mortifications and humiliations to be encountered on the real stage would speedily cure the most stage-struck maniac of either exaggerated self-confidence or the propensity for histrionic display. This advice is as impossible in many cases as it is to send a lad with a passion for the sea into the navy; but there is no doubt that both manias are best counteracted by indulgence.—*Court Circular.*

BYRON AND THE REVOLUTION.

Chateaubriand, in a passage inspired by characteristic vanity, draws a parallel between himself and Byron, each the founder of a new literature, each of noble rank, and he somewhat querulously complains that the English poet nowhere makes due acknowledgment of obligations to his French predecessor. But "Childe Harold" is in every way the offspring of a more masculine imagination than "René." Although its central figure may be taken for a representative of the English *jeunesse dorée*, few young English aristocrats, it may be suspected, could have felt as Childe Harold does the largeness of European interests, in the past and in the present, in the material and in the moral orders. As we read the poem we assist at the rise and fall of empires, in the court, the camp, the council-chamber. Under the veil of superficial cynicism there appears in "Childe Harold" a robust enthusiasm for what is great, beautiful, and heroic in European history; in no way of mere sentimental reverie, but with a strong ardour of imagination, the glories of former ages live again in the verse of Byron, and connect themselves with the life of his own day. The monuments of old renown, the memorials of patriot, of warrior, of poet—Dante, "the starry Galileo," Ariosto, Rousseau, Voltaire, the castles of the Rhine, the cathedrals of Italy, the Apollo, the Laocoon, are none of them forgotten or disregarded. The sated voluptuary displays a vigorous delight in the presence or the recollection of each of these. Byron's pleasure in nature, in art, in human character, in the memorials of history, has indeed nothing in it subtle or exquisite; but he sees the large features of things, reads off their obvious significance, and receives from them an ample though not an exquisite emotion. There is in "Childe Harold" a historical sense, not scientific, and applying itself only to an obtrusive class of facts, yet real and vital; and while the poem deals so much with the past, it is in spirit essentially modern.

If Childe Harold devours all the material of enjoyment which nature and society, the present and the past, afford, still his heart remains craving and unsatisfied. Obermann had withdrawn from the world, unable to sustain its tumults and agitations. René had spent his powers in a waste of imagination, in desire apart from action, in the luxury of self-observing tender emotion. Childe Harold flings himself on life, and when he falls back defeated of joy, gathers up his force, wave-like, to fling himself upon life again. The ethical idea of the eighteenth century had represented as the most precious elements of human character a wise temperance, moderated desires, a cheerful resignation, a tolerant and pliant temper, good sense: for one who set before him such an ideal no great disenchantment or disillusion was possible.

"Never elated while one man's oppress'd,
Never dejected while another's bless'd;"

such is the equable frame of mind that Pope commends. And when the ardour of religious desire seizes upon us what, according to Johnson, should be our prayers?

"Yet when the sense of sacred presence fires,
And strong devotion to the skies aspires,
Pour forth thy fervours for a healthful mind,
Obedient passions, and a will resign'd."

"Je sens en moi l'infini," exclaimed Napoleon, maker of our century's epics in the world of action, himself so great, so petty, the conqueror of the Pyramids, the captive of St. Helena. "Je sens en moi l'infini," exclaimed also Byron, and this infinite of egoism left him in the end like Napoleon, defeated and defrauded, narrowed into the bounds of a solitary, small, and sterile island in the great ocean of human existence—or would have left him so, had not Greece summoned him and Missolonghi set him free.

Byron has been spoken of as the representative poet of revolution, and the fact that in his hands English poetry became for the first time European poetry—interesting in Weimar, in Florence, in Paris, hardly less than in London—is evidence that Byron possesses more than a national significance. The positive dogmas, however, of the French Revolution occupy a small place in Byron's poetry. In its political results the Revolution seemed to him a huge failure; yet it impressed his imagination as so wonderful a phenomenon, a manifestation of popular power so striking and so new, that all promises for the future became through it credible. Only ruins indeed remained, ruins wherewith to build anew dungeons and thrones; yet such cannot be the order of things for ever—

"But this will not endure nor be endured!
Mankind have felt their strength, and made it felt."

And so Byron at once believed and doubted the gospel of Revolution. What he absolutely disbelieved was the gospel of the Holy Alliance. He profoundly expressed the feeling of the moral void, and the failure of all attempts to fill that void by the infinite of egoism, by pleasure, by passion, by the ambition of the imagination; and he illustrated, through all changes of circumstances and temper, one thing constantly—a disdain of checks, a force of reckless individualism, which formed part of the revolutionary spirit. This it is which gives unity to the mixed and otherwise incoherent elements of which Byron was compounded. An English noble proud of his rank, yet an enemy to caste; a fighter in the ranks of the children of light, yet not without a strong touch of the Philistine in him; corrupted by the evil days of the Regency, and hating their corruption; a scoffer at orthodoxy, yet never delivered from a half-faith in the popular theology of England; a leader of the Romantic movement, yet a worshipper of the poetry of Pope; mean and generous, posing himself for admiration, yet possessing at bottom a sincerity of his own; an Apollo placed upon the limping limb of a Vulcan. Care for his own moral being was not at any time that which could have given direction and coherence to the nature of Byron; had he been fortunate enough to come under the influence of some public or national cause, which would have engaged his deepest feelings, aroused his imagination, and given scope for the deploying of the forces of his will, then, perhaps, no power of our century would have been comparable to Byron. But he found himself among spectral faiths, and the ghosts of heroic causes, while the coarse energies and vulgar enjoyments of the *jeunesse dorée*, the mohawks of the Regency, were at least real and living. And so his nature suffered, not indeed entire disintegration and death, but inward division; his nobler self protested and uttered defiance, his baser self answered with ironical laughter; at length in "Don Juan" the mocking voices envelop and almost reduce to silence the voice of the better spirit; then came the final protest and defiance of his higher nature:—

"The sword, the banner, and the field,
Glory and Greece, around we see!
The Spartan, borne upon his shield,
Was no more free;"

and then, the divine freedom of death. The fact that much of Byron's work was wrought from vulgar materials made it the more readily accepted in his own day. If jarring forces strove in Byron, they strove also in the world around him. One thing he constantly expresses—the individualism of the earlier Revolutionary epoch, and the emptiness and sterility of the life which is merely individual and not social.

Mr. Mathew Arnold, who recognises the great productive power of Byron, inquires why the brilliant poetical movement of Byron's time did not sustain itself, and bore so little fruit; and his answer is, because it was not nourished by the best ideas; it did not know enough; no great critical movement lay behind it. Mr. Arnold's view may be right, and it is possible to inquire too curiously into these things; the work of Byron could perhaps only be done in Byron's way. "I very much doubt," said Goethe's fabulous Eckermann, "whether a decided gain for pure human culture is to be derived from Byron's writings." Goethe replied, as Faust might have done to Wagner, "There I must contradict you; the audacity and grandeur of Byron must certainly tend towards culture. We should take care not to be always looking for it in the decidedly pure and moral." Nor, it may be added, in the decidedly intellectual and scientific. "Everything that is great," went on Goethe, "promotes cultivation as soon as we are aware of it." Byron did touch to free, arouse, dilate the emotional life of the nineteenth century. This has been his chief work, and it is doubtful whether the work would have been accomplished more effectively had Byron emerged from a matrix of philosophy and criticism.—*Contemporary Review.*

STEELE AND ADDISON.

In the *Tatlers* and *Spectators* of Queen Anne's reign, Steele and Addison sought to check the lower social influences that made war upon religion and honest life. They wrote papers that battled against such fashions as the habitual scoffing against marriage, swearing, and duelling; and this they did in a genial spirit that set the example of the wholesomer life they endeavoured to restore to honour among "men of sense." They dared to be religious, and showed that it was possible to be religious without groan, critical without sneer, witty without offence. Richard Steele had, under conditions that increase our honour for the little piece, begun his manly career as a writer with a pamphlet called "The Christian Hero: or, No Principles but Those of Religion Sufficient to make a Great Man." In this he showed that the true Christian heroism, which dares take Christ for the great example, and live up to the teaching of the Sermon on the Mount, is far above the heroism of the ancients, who were just then lauded, specially in French classical literature.—*From "Cassell's Library of English Literature."*

A WONDERFUL WATCH.

The *Geneva Continent* says—"We had the pleasure of inspecting the other day the most wonderfully complex and ingenious watch it has ever been our lot to behold—the most complex, it is said, ever produced in Geneva. The watch is a full-sized 'hunter.' On one side is a dial with the ordinary marking (hour, minute, and second hands), together with a large independent chronographic hand in the centre marking the one-fifth of a second, and flying back to XII.; to this dial corresponds a repeating mechanism, striking hours, quarters, and minutes. If the watch be turned over a second dial is perceived, having, besides the ordinary marking, a perpetual calender (months, days of the week, date, and phases of the moon), and also a little regular for the timing. This watch can keep two different times—for instance, Paris on one side and London on the other—while there is only one knob on the stem for setting both dials to time without the addition of a pusher on the rim of the case. The mechanism for setting the hands to time actuates only the finger of the dial that is uppermost at the moment—*i.e.*, of the one at which you are looking. We can hardly give, by mere description, an idea of the other qualities and capabilities of this remarkable watch. This time-piece has been made to the order of Baron Nicolics, and has been nine months in the making."

ABRAM SLENDER TO ANN PAGE.

"Fair Mistress Ann,—It is not the fashion of Abram Slender to disparage. There be some among thy suitors that have very good gifts and graces. Imprimis, or first of all, Mr. Fenton. He hath a good leg and an indifferent breast, and is indeed a youth of good conditions. He danceth, singeth songs without book, and hath store of riddles and good nights, and is, insooth, a very dog at fence; but he hath seen wild days, Mistress Ann, and wild nights. He hath consorted with the loose, the idle, and the graceless. He hath kept more wassells, and spent more monies upon riotings and chamberings, I think, on my conscience, than the mad, merry, fat knight himself. I will not say much of myself—it is not my way; but the learned Sir Hugh, and the wise Justice Shallow—who is also my cousin (by my mother's side—she came of the Shallows of Gloucestershire, and spelt her name with an e—*Shallowe*)—these can vouch for me that I am not given to drinkings and expenses and wasting my patrimony. Folks did use to commend me therefore. I was called in mine own country 'Staid Abram,' sometimes 'Sober Abraham'—good commendations, as times go—good commendations, if rightly taken, fair Mistress Ann. I say again, I do not mean to disparage any; neither again will I run comparisons with the French Leach Caius—he is suspected, yes, shrewdly, fair Ann, of a plot—he is disaffected—shun him—he is thought to be a spy. My Cousin Shallow hath also an eye upon him. I do repeat it, shun him."—"*Falstaff's Letters,*" *by James White.*

THE "DESTINY" OF THE ANGLO-SAXON RACE.

Egypt in the hands of the English would recover the splendour of her antiquity. Only let her pass under the protection of England, instantly the slave-trade is suppressed, steam navigation connects the interior of the Continent with the Mediterranean, and civilization and commerce penetrate into an immense region of admirable fertility, and, by reason of its altitude, habitable by Europeans. By the Cape, by Natal, by the Transvaal, the English are advancing towards the Zambesi. Already they have a station on Lake Nyassa; soon they will have others on Lake Tanganyika and Lake Victoria. The International Exploration Society, founded under the auspices of the King of the Belgians, will send into the country travellers, emigrants, artisans of every kind. It has been shown that a telegraphic line could easily be established from Cairo to Natal and the Cape. Lieutenant Cameron thinks that railways uniting the centre of Africa to the coast would not be long in paying their expenses. If, therefore, England consented to fix her attention in this direction, an unbroken current of civilization would speedily cross Africa from Alexandria to the Cape along the line of the high table-lands. The English would thus erect for themselves an empire as extensive as that of India, with virgin lands of far greater fertility, with a more agreeable climate, and completely free from long droughts. The wealth of Cuba, of Brazil, of the Southern States of the American Union, comes of the circumstance that the white man directs the toil of the black, under a tropical sun that only the latter can support. In the centre of Africa the same advantages would exist, with the labour of the natives, and without the necessity of employing capital in the purchase of slaves. The capitalist would enjoy all the benefits of the European wages-system, which does not compel the master to trouble himself about the lot of those in his employ. Even the European himself could work for better there than at the Antilles or in India. The Anglo-Saxon race, mistress of Africa, mistress of America, mistress of Australia, would thus reach the fulfilment of its high destinies. In face of so magnificent a prospect as this, how comes London to agitate itself at the idea that Russia will seize this or the other petty place in Armenia?—*Fortnightly Review.*

HONGKONG MARKETS.

As Reported by Chinese on the 3rd Sept., 1877.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.65 to 2.70
American Drills, 15lbs., per piece	$3.50 to 3.60
Cotton Yarn, No. 16 to 24, per 400 lbs.	$94.00 to 101.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$105.00 to 113.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$111.00 to 118.00
Cotton Yarn, Bombay	$88.00 to 94.00
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.00 to 2.05
English Drills, 14 lbs., per piece	$2.30 to 2.40
English Drills, 15 lbs., per piece	$2.60 to 2.60
Grey Shirtings, 7 lbs., per piece	$1.45 to 1.70
Grey Shirtings, 8 lbs., per piece	$1.65 to 1.70
Grey Shirtings, 8½ lbs., per piece	$1.75 to 2.45
Grey Shirtings, 9 lbs., per piece	$2.55 to 2.58
Grey Shirtings, 10 lbs., per piece	$2.70 to 3.15
Grey T-Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.15 to 1.30
Grey T-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.40 to 1.55
Grey T-Cloths, 24yds 36 in 8lbs. XO p. pc.	$1.85 to 1.90
Grey T-Cloths, 24yds 36 in 8lbs. QL p. pc.	$1.85 to 1.90
Grey T-Cloths, 24yds 36 in 8lbs. XX p. pc.	$2.55 to 2.60
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.63
Handkerchiefs, Red, per dozen	$0.72 to 0.75
Handkerchiefs, Light Red, per dozen	$0.76 to 0.77
Jeans, 30 yards, per dozen	$2.30 to 2.42
Muslins White, Plain, 12yds., per piece	$1.15 to 1.25
Muslins, White, Figured, 24yds. p. piece	$2.05 to 2.25
Turkey Red Shirtings, 2 lbs., per piece	$2.15 to 2.25
Turkey Red Shirtings, 3 lbs., per piece	$2.30 to 2.85
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$1.95 to 2.10
White Shirtings, 64 to 66 reed, per piece	$2.25 to 2.40
White Shirtings, 68 to 80 reed, per piece	$2.60 to 3.15
White Shirtings, 600 reed, per piece	$3.50 to 3.55
White Shirtings, 7,000 reed, per piece	$3.25 to 3.30
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.90 to 5.95
White Shirtings, MH, per piece	$4.60 to 4.65
White Shirtings, EI, per piece	$6.10 to 6.15
White Spotted Shirtings, per piece	$2.50 to 2.55
White Brocades, per piece	$2.50 to 2.55

WOOLLEN GOODS.

Blankets, 7 lbs., per pair	$2.70 to 3.00
Blankets, 8 lbs., per pair	$3.00 to 3.05
Blankets, 9 lbs., per pair	$4.40 to 4.50
Blankets, 10 lbs., per pair	$5.20 to 5.30
Blankets, 12 lbs., per pair	$6.10 to 6.20
Camlets, SSS, per piece	$15.80 to 16.00
Camlets, SS, per piece	$16.80 to 17.00
Camlets, S, per piece	$17.00 to 17.20
Camlets, BBB, per piece	$18.50 to 19.00
Camlets, AAA, per piece	$17.00 to 17.20
Camlets, LLL, per piece	$15.50 to 16.00
Long Ells, MM Scarlet, per piece	$8.75 to 8.80
Long Ells, MM Assorted, per piece	$8.75 to 8.80
Long Ells, HH Scarlet, per piece	$8.75 to 8.80
Long Ells, HH Assorted, per piece	$8.75 to 8.80
Long Ells, H Scarlet, per piece	$8.70 to 8.85
Long Ells, H Assorted, per piece	$8.65 to 8.75
Lastings, DD, per piece	$14.80 to 15.00
Orleans, Plain, per piece	$5.00 to 5.80
Spanish Stripes, per yard	$0.74 to 0.75

METALS.

Iron, Nail Road, per picul	$2.37 to 2.40
Iron, Hoop, per picul	$3.50 to 3.55
Iron, Bar, per picul	$2.00 to 2.75
Iron, Wire, per picul	$6.45 to 6.50
Lead, per picul	$7.20 to 7.15
Pigs, WB, per picul	$7.50 to 7.80
Pigs, Lead, LB, per picul	$7.90 to 8.10
Quicksilver, English, per picul	$70.50 to 97.00
Quicksilver, American, per picul	$77.00 to 97.50
Steel, English, per tub	$3.90 to 4.10
Steel, Swedish, per tub	$5.20 to 5.40
Sheathing Metal, per picul	$24.00 to 26.00
Spelter, per picul	$7.45 to 7.50
Tin, Malacca, per picul	$20.00 to 20.50
Tin, Plates, per box	$5.77 to 5.85

PRODUCE.

Almonds, per picul	$27.60 to 28.00
Alum, 1st quality, per picul	$1.57 to 1.40
Alum, 2nd quality, per picul	$1.28 to 1.30
Bark, Siam, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.40 to 55.00
Bees Wax, Japan, White, per picul	$10.50 to 11.00
Bees Wax, Hankow, Yellow, per picul	$47.00 to 48.00
Bees Wax, White, per picul	$71.00 to 71.50
Birds' Nests, 1st quality, per picul	$2,200 to 4,000
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$170 to 250
Brimstone, per picul	$2.75 to 2.80
Buffalo Hides, Manila	$7.40 to 15.59
Camphor, packed, per picul	$19.00 to 19.50
Camphor, Baroos, clean, per picul	$4,800 to 5,000
Camphor, Refuse, per picul	$2,800 to 3,200
Cardamons, Superior	$145 to 150
Cardamons, Inferior, per picul	$18.50 to 19.00
Cloves, per picul	$42.50 to 43.00
Coals, Allost, per ton	— to —
Coals, English steam, per ton	$10.75 to 10.15
Coals, Sydney, per ton	$9.50 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$23.00 to 24.00
Copper, Rod, Japan, per picul	$24.50 to 25.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Shanghai, per picul	$16.00 to 16.20
Cotton, Bombay, per picul	$15.50 to 17.00
Cotton, Shantung, per picul	$15.80 to 16.00
Cotton, Ningpo, per picul	$16.00 to 16.50
Cotton, Tientsin, per picul	$18.00 to 16.80
Cotton, Tungchow, per picul	$16.00 to 16.30
Cotton, Calcutta, per picul	$13.50 to 14.00
Cotton Seeds, Saigon	$5.20 to 5.30
Cotton Seeds, Siam	$4.70 to 4.80
Cow Hides	$7.45 to 7.50
Cuttlefish, Japan	$34.50 to 36.00
Cuttlefish, Japan, without bones, p. pl.	$13.00 to 14.45
Cuttlefish, Chanchow, per picul	$37.80 to 38.50
Cutch, per picul	$5.80 to 6.10
Dates, Black, per picul	Tls.2.5.5 to 3.3.0
Dates, Red, per picul	Tls.3.6.5 to 3.8.0
Dried Lily Flowers	$13.50 to 14.20
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.40 to 1.60
Flour, American, per barrel of 100 lbs.	$3.50 to 3.60
Flour, American, per barrel of 200 lbs.	$6.05 to 7.20
Fungus	$34.50 to 36.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$200 to 285
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls.13.0.0 to 13.5.0
Hams, Superior, per picul	Tls.21.0.0 to 21.5.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Melon Seeds, 1st quality, per picul	$5.50 to 5.65
Melon Seeds, 2nd quality, per picul	$5.10 to 5.20
Mushrooms, per picul	$43.00 to 52.05
Mussels, Dry Siam large, per picul	$11.00 to 11.50
Mussels, Dry Siam middle, per picul	$8.65 to 8.80
Mussels, Dry Siam small, per picul	$7.75 to 7.90
Peas, White, per picul	$2.25 to 2.80
Peas, Green, per picul	$2.35 to 2.37
Peas, Black, per picul	$2.20 to 2.23
Peas, Yellow, per picul	$2.13 to 2.14
Peas, Green Beans, per picul	$2.14 to 2.16
Pearl Barley, per picul	$6.50 to 7.80
Potatoe Flour, per picul	Tls.1.3.0 to 1.7.3
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Bengal, Cargo No. 1, per picul	$2.45 to 2.50
Rice, Bengal, Cargo No. 2, per picul	$2.20 to 2.25
Rice, Siam, white, per picul	$1.82 to 1.85
Rice, Siam, mill cleaned, per picul	$1.69 to 1.71
Rice, Manila, per picul	$2.35 to 2.40
Rice, Singapore, per picul	$1.88 to 1.91
Rice, Saigon, per picul	$1.60 to 1.74
Rice, Arracan, per picul	$2.10 to 2.15
Rice, Rangoon, per picul	$2.35 to 2.40
Saltpetre, per picul	$7.45 to 7.50
Seaweed, Green, per picul	$2.75 to 2.80
Seaweed, Cut, per picul	$3.85 to 3.35
Sesamum, White, per picul	$5.10 to 5.20
Sesamum, Black, per picul	$3.00 to 3.05
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 30.00
Shellfish, California, per picul	$10.50 to 11.00
Stockfish, per picul	$5.00 to 5.50
Straits Produce, &c.—	
Rattan, Straits, per picul	$5.10 to 5.20
Rattans, Banjar, per picul	$4.25 to 4.30
Pepper, White, per picul	$14.50 to 15.00
Pepper, Black, per picul	$8.20 to 8.40
Betel Nut, per picul	$3.25 to 3.53
Sandal Wood, Malabar, per picul	$3.25 to 3.60
Sandal Wood, South Seas, per picul	$13.00 to 13.50
Sapan Wood, Manila, per picul	$1.90 to 2.00
Sapan Wood, Siam, per picul	$2.25 to 2.30
Sugar, Canton White, 1 to 3, per picul	$5.20 to 5.45
Sugar, Canton Dark Brown, per picul	$4.70 to 5.00
Sugar, West Coast, Dark Brown, p. picul	— to —
Sugar, Manila, Dry White, per picul	$5.45 to 5.50
Sugar Candy, per picul	$8.95 to 9.05
Sugar Candy, Foochow, per picul	$8.60 to 9.80
Vermicelli, Tientsin, per picul	$8.60 to 9.50
Walnuts, per picul	$5.25 to 5.85
Wheat, Tientsin, per picul	$1.75 to 1.85
Wheat, California, per picul	$1.85 to 1.88
Wood Oil, per picul	Tls. 5.88 to 5.85
Pea Oil, per picul	Tls. 5.85 to 5.89
Tea Oil, per picul	$9.25 to 9.55
Window Glass, per box	$3.30 to 3.45

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Antenor	Sept. 3	H. Jones	Brit. str	1644	Butterfield & Swire	Shanghai
Belgic	Aug. 24	Metcalfe	Brit. str		O. & O. S. S. Co	Y'hama, &c.
Dale	Aug. 29	Thompson	Brit. str	641	Yuen Fat Hong	Bangkok
Emuy	Aug. 30	Blanco	Span. str	222	Remedios & Co	
Esmeralda	Sept. 3	Thoband	Brit. str	395	A. MacG. Heaton	Manila
Fame	—	Stopani	Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Hindostan	Sept. 2	Mactavish	Brit. str		D. Sassoon, Sons & Co	S'pore, &c.
Ichang	—	D. Martin	Brit. str	700	Butterfield & Swire	
Kinshan	—	A. G. Cary	Brit. str	1050	H.C. & M. Steamboat Co	
Kiu-Kiang	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	
Nestor	Sept. 2	Freeman	Brit. str	1414	Butterfield & Swire	S'pore, &c.
Olympia	Aug. 29	F. Nagel	Ger. str	777	Siemssen & Co	
Ormol	Aug. 26	Echevarria	Span. str	224	H. Kiær & Co	Manila
Saada	Dec. 17	Petersen	Brit. str	37	P. & O. S. N. Co	Yokohama
Sindh	Sept. 1	Nomdeden	Fren. str	1905	Messageries Maritimes	Shanghai
Somerset	Aug. 25	Terrance	Brit. str	1000	Gibb, Livingston & Co	Australia
Sunda	Aug. 22	Reeves	Brit. str	1704	P. & O. S. N. Co	Yokohama
Tanais	Aug. 28	Marcelle	Fren. str	1738	Messageries Maritimes	Yokohama
Washi	Aug. 21	Hunter	Brit. str	209	Landstein & Co	Hoihow
White Cloud	—	Hoyland	Brit. str	652	H.C. & M. Steamboat Co	
W. C. de Vries	June 4		Brit. str	334	Fook Mow Loong	
Yesso	Aug. 31	S. Ashton	Brit. str	560	D. Lapraik & Co	East Coast
Yorkshire	Sept. 2	H. Longley	Brit. str	1770	Jardine, Matheson & Co	Yokohama
Yot-sai	—	D. Browne	Brit. str	180	Kwok Acheong	

SAILING VESSELS.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
A. E. Vidal	Aug. 21	Schreiber	Ger. bk	332	Wieler & Co	
Aberlady	Aug. 5	John Nicoll	Brit. bk	735	Vogel, Hagedorn & Co	New York
Adolph	Aug. 8	Horn	Ger. sh	867	Arnhold, Karberg & Co	
Alva	Aug. 30	E. de Souza	Port. sh	631	Brandao & Co	
Anazi	Aug. 7	J. Hill	Brit. bk	468	Adamson, Bell & Co	
Annie S. Hall	Aug. 16	C. H. Nelson	Amr. bk	455	D. Lapraik & Co	Keelung
Antipodes	Aug. 8	H. Wyeth	Brit. bk	572	Arnhold, Karberg & Co	
A. S. Davis	June 19	Jas. W. Ford	Amr. sh	1399	Russell & Co	S. Francisco
Auguste	Aug. 10	Thomsen	Brit. sch	210	Meyer & Co	
Benefactor	July 28	Hayden	Amr. sh	594	Russell & Co	Portland
Bon Accord	July 19	Scott	Brit. bk	398	Gibb, Livingston & Co	London
Fonita	Aug. 17	Stohr	Ger. sch	341	Ed. Schellhass & Co	Haiphong
Brema	Aug. 29	Timpe	Ger. bk	380	Wieler & Co	
Bua Pau	Aug. 7	Moller	Siam. sh	575	Kien Tay Lee	Bangkok
Carmelita & Ida	Aug. 29	Ketels	Ger. bk	438	Ed. Schellhass & Co	
Charon Rattana	Aug. 12	Ullrich	Siam. sh	656	Chinese	Tientsin
Charles Moreau	Aug. 9	Quatresous	Fren. bk	368	Landstein & Co	Foochow
Cath. Marden	Aug. 9	Marden	Brit. sch	287	Wm. Pustan & Co	
Chili	July 30	W. Veal	Brit. bk	446	Gibb, Livingston & Co	
Christiana A. P.	July 29	Capra	Nica. sch	300	Remedios & Co	
Circe	Aug. 31	Alexander	Brit. sch	145	Olyphant & Co	
Criterion	Sept. 1	W. Lull	Amr. sh	1546	Siemssen & Co	
Edmiral Castle	July 8	Seward	Brit. bk	627	Adamson, Bell & Co	
Emily Chaplin	July 31	Harris	Brit. bk	733	Melchers & Co	Portland
Emma	Aug. 5	H. S. Grau	Ger. bk	338	Wm. Pustan & Co	Amoy
End. Adolphine	Aug. 6	Martin	Fren. bg	254	Carlowitz & Co	
Galatea	July 30	Taeger	Ger. sh	1296	Melchers & Co	
George	July 25	Steffens	Ger. bk	769	Melchers & Co	
Geo. Croshaw	July 21	Irving	Brit. bk	658	Vogel, Hagedorn & Co	London
G'morganshire	July 17	McEachor	Brit. bk	456	H. Kiær & Co	
Glory	Aug. 18	Thompson	Siam. bk	449	Tack-mee	
Gold Hunter	July 5	Froman	Amr. sh	1200	Meyer & Co	Portland
Grasmere	July 1	Hastings	Brit. bk	698	Vogel, Hagedorn & Co	New York
Great Admiral	Aug. 19	Thompson	Amr. sh	1576	Captain	
Gustav & M.	Aug. 17	Doose	Ger. sh	354	Wieler & Co	
Gustav	Aug. 29	Rabon	Ger. bk	656	Captain	
Harbinger	July 27	A. Johnston	Brit. sh	1506	Jardine, Matheson & Co	
H. S. Sanford	Aug. 12	Sleepe	Amr. sh	1159	Order	
Isles of South	July 5	Dennett	Brit. sh	820	Arnhold, Karberg & Co	
Jacobine	Aug. 21	Hohlmann	Fren. bk	417	Siemssen & Co	Newchwang
Jas. Shepherd	Aug. 20	Madder	Brit. sh	849	Meyer & Co	
Johanne	July 5	Bunjo	Ger. sh	758	Vogel, Hagedorn & Co	New York
Jubilee	July 11	J. Harris	Brit. sh	765	Meyer & Co	
Kaisow	July 23	J. Gadd	Brit. bk	799	D. Lapraik & Co	
Kate Waters	Aug. 20	Giese	Brit. bk	580	Rozario & Co	
Khedive	Aug. 9	Cole	Brit. bk	400	Meyer & Co	
Kim Soon Hood	Sept. 2	James Kent	Siam. sch	190	Chinese	
Kim Yong Tye	Aug. 13	Kofoed	Siam. bk	329	Chinese	
Loiterer	Apr. 20		Amr. sch	45	Insurance Co	
Ld. Macaulay	July 1	Monkmann	Brit. bk	847	Vogel, Hagedorn & Co	Hamburg
Loweswater	July 31	Roberts	Brit. bk	603	Borneo Co	Portland
Maid Marian	July 31	Forrest	Brit. bg	298	Arnhold, Karberg & Co	
May Queen	Aug. 1	J. Prior	Brit. bk	472	Arnhold, Karberg & Co	
Mersé	July 17	Robertson	Brit. bk	629	Gibb, Livingston & Co	
M. Selchau	Aug. 17	Gerstenberg	Dan. bk	447	H. Kiær & Co	
Nimrod	July 30	lark	Brit. bk	695	Captain	
N. D. de la Garde	July 13	Légier	Fren. bk	486	Carlowitz & Co	C. of G. Hope
Northampton	Aug. 30	J. C. Clare	Brit. sh	1161	Gilman & Co	
Orion	Aug. 13	Scott	Brit. bk	381	Arnhold, Karberg & Co	
Papillon	Aug. 11	Gouin	Fren. bk	458	Arnhold, Karberg & Co	
Pilgrim	July 30	Fowle	Amr. sh	956	Russell & Co	Portland
Presto	July 30	Laidmann	Brit. bk	384	Meyer & Co	Tientsin
Pym	July 29	Stapleton	Brit. bk	558	Meyer & Co	Shanghai
Quickstep	July 27	Barnaby	Amr. bk	826	Russell & Co	
R. Bottcher	Aug. 13	Schultz	Ger. bk	898	Wm. Pustan & Co	
Rotterdam	Aug. 31	L. E. Dik	Dut. bk	760	Wieler & Co	
Rosina	Feb. 28	Hansen	Amr. sch	406	Arnhold, Karberg & Co	
Saint Anne	Sept. 2	L. Francois	Fren. bg	286	Carlowitz & Co	
Seaman's Bride	Aug. 12	Andreasen	Siam. bk	314	Chinese	
Star Queen	Aug. 13	Mackintosh	Brit. bk	769	Ed. Schellhass & Co	
St. Elmo	Aug. 9	Smith	Brit. sh	1428	Messageries Maritimes	Callao
St. Ideno	Aug. 13	Durand	Fren. bk	388	Carlowitz & Co	Newchwang
Sydenham	July 12	Miller	Brit. sh	1063	Captain	
Thos. Fletcher	Aug. 16	Pendleton	Amr. bk	645	Wm. Pustan & Co	
Titan	Aug. 17	Barry	Amr. sh	1229	Messageries Maritimes	
Twilight	July 23	Delargy	Brit. sh	630	Jardine, Matheson & Co	
Ullock	Aug. 11	Goodmann	Brit. bk	779	Landstein & Co	
Victoria	July 17	Trimble	Brit. bk	679	Vogel, Hagedorn & Co	S. Francisco
Vt. Macduff	Aug. 28	Wright	Brit. sch	289	Borneo Co	
Warrior	Aug. 6	Bayman	Brit. bk	919	Wieler & Co	Bangkok
Wm. Cobb	July 30	Peter Brady	Amr. sch	424	Olyphant & Co	New York
Wm. Phillips	Aug. 7	Healy	Amr. sch	592	Ed. Schellhass & Co	Singapore
Winlow	Aug. 11	Barker	Brit. bk	456	Rozario & Co	Sydney, &c.

RECEIVING VESSELS AND HULKS.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Chase	—	—	Mag. Pow.	283	Harbour Master	
John Adam	—	J. H. Grimes	Hulk	318	Water Police	

WHAMPOA.

SAILING VESSELS.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Beethoven	Aug. 29	R. Haje	Ger. bk	340	Melchers & Co	
Echo	Aug. 7	Tozer	Brit. bk	369	Arnhold, Karberg & Co	Chefoo
Formosa	Aug. 7	Schweer	Ger. bk	282	Melchers & Co	Tientsin
Irene	Aug. 9	Hansen	Ger. sch	266	Carlowitz & Co	Tientsin
Jylland	Aug. 14	Laub	Dan. bk	267	Ed. Schellhass & Co	Tientsin
Malvina	Aug. 9	Kluge	Ger. bk	499	Wieler & Co	

CANTON.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Ningpo	Sept. 1	R. Cass	Brit. str	761	Siemssen & Co	Shanghai
Powan	—	A. Benning	Brit. str	1890	H. C. & M. Steamboat Co	

MACAO.

In Port on 28th August, 1877.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Spark	—	G. Lefavour	Brit. str		H. C. & M. Steamboat Co	
Tejo	—	Amaral	Port. g-b.	400		

SWATOW.

In Port on 30th August, 1877.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Condor	Aug. 5	Steffens	Ger. sch	368	Dircks & Co	Chefoo
Emulation	Aug. 29	Gunn	Brit. bk		Dircks & Co	

AMOY.

In Port on 29th August, 1877.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Angile	Aug. 11	Barbeyon	Fren. bk	393	Elles & Co	
A. Dorothea	Aug. 18	Schütt	Ger. bk	330	Pasedag & Co	
Candace	Aug. 16	Heinschien	Ger. sch	254	Pasedag & Co	Tientsin
Catharina	Aug. 18	Lohse	Ger. bk	357	Pasedag & Co	
C.J.	Aug. 9	Godard	Fren. bk	386	Elles & Co	
Empress	Aug. 12	Westerburg	Brit. bk	390	Order	Foochow
Hadda	Aug. 13	Lund	Ger. bk	473	Elles & Co	Boston
H. Armitage	Aug. 15	Müller	Brit. bk	320	Boyd & Co	Tientsin
Henrik Hain	Aug. 8	Dase	Nor. bk	374	H. A. Petersen & Co	
J. & Willem	Aug. 11	Houtkooper	Dut. bk	432	Pasedag & Co	
Leonore	Aug. 10	Crichton	Brit. bk	251	Boyd & Co	
Lizzie	Aug. 17	Hellan	Brit. bk	227	Tait & Co	
Marina	Aug. 19	Jeam	Brit. bk	664	Elles & Co	
Maxima	Aug. 12	Price	Brit. bk	464	Elles & Co	
Minatitlan	Aug. 14	Edwards	Brit. bg	219	Master	Chefoo
Netherton	Aug. 12	Brockanshaw	Brit. bk	250	Elles & Co	
Peter	Aug. 16	Holm	Ger. bk	241	H. A. Petersen & Co	

FOOCHOW.

In Port on 28th August, 1877.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Crested Wave	July 20	Renouf	Brit. bk	345	Gilman & Co	Cape Town
Killarney	Aug. 24	O'Neill	Brit. str	1360	Gibb, Livingston & Co	London
Maid of Judah	July 20	Webb	Brit. bk	643	Westall, Galton & Co	

SHANGHAI.

In Port on 26th August, 1877.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Belted Will	July 24	Braithwaite	Brit. bk	812	Vogel, Hagedorn & Co	
Black Adder	July 21	Allan	Brit. sh	917	Gibb, Livingston & Co	
B. F. Watson	Aug. 7	Hawkins	Amr. bk	992	Frazar & Co	
Caller Ou	July 9	Ray	Brit. sh	674	C. Mackintosh & Co	
Corea	Aug. 18	Adams	Brit. bk	581	Wm. Meyerink	
Coriolanus	Aug. 6	Cawse	Brit. sh	1045	Reid, Evans & Co	
Coldstream	July 22	Salter	Amr. sh	806	Frazar & Co	
Coringa	Aug. 17	Josslyn	Amr. bk	777	Olyphant & Co	
C. Errol	Aug 19	Taylor	Brit. sch	218	Gibb, Livingston & Co	
D. of Abercorn	Aug. 17	Binnie	Brit. sh	1049	Wm. Meyerink	
Eaglet	June 22	Nicol	Brit. bk	361	Morris & Co	
Foochow	Aug. 18	Hochreuter	Siam. bg	300	T. W. Song	
Hopeful	June 18	Dancaster	Brit. sch	216	Master	
Isle of Erin	July 28	Stewart	Brit. sh	888	Primrose & Co	
Jerfalcon	Aug. 8	Bentley	Brit. sch	286	Morris & Co	
Jiofu Maru	Aug. 9	Tadatzugu	Jap. bk	209	Bryner & Boyfuss	
John Milton	June 7	Murphy	Brit. sh	618	Carter & Co	
Ornate	Aug. 4	Parrott	Brit. bk	731	Messageries Maritimes	
Pelham	Feb. 26	Acford	Brit. bg	254	Morris & Co	
Santon	July 8	Rogers	Brit. bk	570	Wheelock & Co	
Sea Belle	Aug. 6	Ross	Brit. sch	219	Order	
Serapis	July 6	Ilbery	Brit. sh	995	Little & Co	
Sir Lancelot	Aug. 8	Hepburn	Brit. sh	886	Blain & Co	
Supreme	Aug. 21	Dewar	Brit. bk	730	Blain & Co	
Wigton	Aug. 20	Hadwin	Brit. bk	727	Wm. Meyerink	
Woollahra	July 1	Barneson	Brit. bk	940	Carter & Co	

YOKOHAMA.

In Port on 22nd August, 1877.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Aarhuus	Aug. 14	Solling	Dan. sch	257	Jardine, Matheson & Co	
A. W. Weston	July 10	Winsor	Amr. sch	740	Japanese	
Caroline	Aug. 13	Paulsen	Ger. sch	274	Chinese	
Ching-too	Aug. 12	Baikie	Brit. sch	304	J. D. Carroll & Co	
Charter Oak	July 2	Staples	Amr. sh	962	China & Jap. Trading Co	
Cremona	Aug. 17	Gove	Amr. bk	608	China & Jap. Trading Co	
Etta Loring	June 29	Loring	Amr. bk	717	Issacs Bros.	
Friedrich	Aug. 7	Hoyer	Ger. sch	295	H. Grauert	
Maitland	June 19	Page	Brit. bk	712	Messageries Maritimes	
Messenger	July 29	Gilkey	Amr. sh	1027	China & Jap. Trading Co	
Oceanus	Aug. 2	Brorsen	Ger. bg	207	Captain	
Otsego	July 10	Cook	Amr. sch	42	Captain	
Otto	Aug. 13	Adamson	Ger. bg	231	H. Grauert	
San Francisco	Aug. 13	Lamcken	Ger. sch	264	Jardine, Matheson & Co	
Semantha	July 13	Moinsey	Brit. bk	950	H. Ahrens & Co	
S. W. Wallace	July 24	Colville	Brit. bk	965	L. Kniffler & Co	
Sophie	Aug. 15	Binge	Ger. bg	210	Jardine, Matheson & Co	

MANILA.

In Port on 22nd August, 1877.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Agnes	July 22		Ger. bk	941	Order	
Agustina	Aug. 4	....	Span. sh	934	Aldecoa & Co	Cadiz
Berwickshire	Aug. 22	....	Brit. bk		L. Eugster & Co	
Cyclone	July 24	....	Amr. sh	836	Order	
Durham	July 1	....	Brit. sh	998	Order	
Era	July 26	....	Swed. bk	572	Macleod, Pickford & Co	
Estrella	Aug. 4	....	Span. bk	542	Tillson, Hermann & Co	
Glenisla	Aug. 8	....	Brit. bk	372	L. Eugster & Co	
Hope	Aug. 7	....	Brit. bk	493	Findlay, Rich'son & Co	
J. Ferguson	July 25	....	Brit. bk	531	W. F. Stevensen	London
Kentsbank	July 2	....	Brit. sh	1004	Order	
Lizzie H.	July 2	....	Amr. bk	896	Pesle, Hubbell & Co	New York
M. Framjee	June 26	....	Brit. sh	1079	Order	
M. Charlotte	Aug. 5	....	Fren. bk	769	L. Eugster & Co	
N. Constante	Aug. 16	....	Span. sch	242	L. Calvo	
Penrith	July 26	....	Brit. bk	548	Baer, Senior & Co	London
Rainbow	Aug. 2	....	Amr. bk	582	Baer, Senior & Co	
Roodee	May 9	....	Brit. bk	1036	Inchausti & Co	
Southminster	July 31	....	Brit. sh	1248	Findlay, Rich'son & Co	
V. de Bruxelles	July 84	....	Fren. bk	566	Order	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns	H.P.	Captain.	Where at.
Audacious	double-screw frigate	14	800	Captain P. H. Colomb	Hakodadi
Charybdis	steam corvette	17	400	Captain Hotham	Singapore
Curlew	double-screw gun-vessel	3	160	Com. E. J. Church	Cruising
Egeria	screw sloop	4	120	Com. A. L. Douglas	Yokohama
Fly	double-screw gun-vessel	4	120	Com. John Bruce	Chefoo
Frolic	double-screw gun-vessel	4	100	Com. A. E. Dupuis	Shanghai
Growler	double-screw gun-vessel	4	120	Com. Chas. Willcox	Singapore
Hart	double-screw gun-vessel	4	120	Acting-Com. Garbett	Hongkong
Hornet	double-screw gun-vessel	4	120	Com. H. Hippisley	Swatow
Juno	steam corvette	8	400	Captain Poland	Shanghai
Kestrel	double-screw gun-vessel	4	100	Com. Theobald	Nagasaki
Lapwing	double-screw gun-vessel	3	160	Com. Sir W. Wiseman, [Bart	Tientsin
Lily	screw sloop	3	95	Com. Cochrane	Nagasaki
Magpie	double-screw gun-vessel	3	—	Com. W. M. Lang	Cruising
Meanee	military hospital				Hongkong
Midge	double-screw gun-vessel	4	120	Com. H. G. Salmond	Chinkiang
Modeste	steam corvette	14	350	Captain A. Buller	Yokohama
Moorhen	gunboat	4	60	Lieut.-Com. Needham	Hongkong
Mosquito	gunboat	4	60	Lieut.-Com. Paul	Foochow
Nassau	surveying vessel	4	150	Com. R. H. Napier	Surveying
Sheldrake	gunboat	4	60	Lieut.-Com. J. B. Haye	Hankow
Swinger	gunboat	2	60	Lieut.-Com. C. Tudor	Singapore
Sylvia	surveying vessel	3	150	Acting-Com. Hockin	Nagasaki
Thistle	double-screw gun-vessel	4	120	Act.-Com. Sandilands	Kobe
V. Emanuel	receiving ship	14	—	Commodore Watson	Hongkong
Vigilant	paddle dispatch-boat	2	250	Lieut.-Com. H. Ryder	Hakodadi

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Guns.	H.P.	Captain.
Mayenne	Annamite gunboat	—	—	Lelievre

CANTON GUNBOAT SQUADRON.

Name.	Flag and Rig.	Guns	Tons.	H.P.	Commander.	Station.
An-lan	Viceroy's gunboat	7	221	70	Godsil	Tong-king gulf
Chen-to	Viceroy's gunboat	7	221	70	Stewert	Swatow
Chen-jui	Revenue cruiser	3	80	20	Collins	Canton River
Tching-sing	Viceroy's gunboat	6	180	60	Bessard	Pak-hoi
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	6	180	60	d'Longueville	Hoihow
Tchun-tung	Revenue cruiser	2	150	40	Salt Commissioner	Canton River
Peng-chao-hai	Revenue cruiser	4	600	120	Fry	Cheung-chow
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Bogue Forts
Sen-chi	Revenue cruiser	5	180	60	Wade	West Coast Forts
Sui-tsing	Viceroy's gunboat	4	180	60	Calder	Hai-ling-shan
Li-shé	Revenue cruiser	4	80	20	McLeish	Canton River
Tsing-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

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